CAPITAL GUTLAY EXCLUDING CHARGES FOR INTEREST. Ordinary Productive Public Works Famine Reinel Productive Works		Рворо	PRODUCTIVE PUBLIC WORKS.	WORKS.			WOR	(S OTHE)	THAN P	RODUCTIV	WORKS OTHER THAN PRODUCTIVE PUBLIC WORKS.	WORKS.			
1000			Works in operation.	lion.		Work	Works in abeyance.		Works		Works in Progress.	ress.		GRAND	
100	Orissa Canals.	Midnapore Canal.	Hidgelee Tidal Canal.	Sone Canals.	Total.	Tirhoot Project.	Tirhoot Hooghly Project, Project,	Total. D	Damoodah Project.	Sarun Project.	Orissa Coast Canal.	Total.	Total.	TOTAL.	REMARES.
	a	æ	æ	×	A	æ	æ	OK .	æ	a	A.	æ	Q.	a	
	6,39,152	1,74,072	11	5,90,215	14,03,439	1.1	1 :	11	-)1,200	100,4(-)	3,54,276	3,50,272	3,49,072	3,49,072	
For the year . < Capitalization of abetement		1	1		i		í	1		i i	3,00,000	3.00,000	3.00.000	3 00 000	1
Loss by Exchange Leave and Persion Allow-	11	11,960	11	2,774	14,734	1:	1 :	1	ı		693	693		072	
, anoes	15,068	359	ï	11,391	26,818	i			1 1	116	18,675	18,791	18,791	14,734	
Total .	6,54,220	1,86,397	1	6,04,421	14,45,038		1	1	(-)1,200	(-)3,888	6,73,644	6.69.756	6.68.556	762 21 16	
Ordinary Public Works . Productive Public Works . Famine Relief Protective	2,05,63,644	81,28,171	17,72,699	2,42,56,190	5,47,20,704	5,31,425	5,31,425 1,42,426 6,73,851		1,52,673	6,64,019	20,47,671	27,11,690	35,38,214	\$5,38,214	
To end of year . < Capitalization of abatement	42	i			•	i	1		1		3.00.000	3 06 000	3 00 000	9,47,20,704	
Loss by Exchange Leave and Pension Allow-	2,94,089	14 79,728	11,210	97,361 77,277	80,948	11	151	151	1	26	200	797	876	968,18	
ances .	4,38,130	1,83,153	33,597	8,40,208	14,95,088	74,650	123	77,315	16,122	26,990	52,765	79,755	1,73,192	4,71,000	
TOTAL .	2,13,28,226	83,91,066	18,88,077	2,52,11,036	5,67,68,405	5,06,075 1	6,06,075 1,45,242 7,51,317	26 (21) 534	1,68,795	6,91,106	24,01,136	30,92,242	40,12,354	6,07,80,759	
ВЕТЕНИЕ АССОПИТ. Отовя Веченые.													5		
For the year . Indirect	2,37,868	2,64,576	63,590	6,03,807	11,69,841	11	o i'i	11	174	28,041	11	23,041	23,041	11,92,882	
TOTAL .	2,37,868	2,64,576	63,590	6,03,807	11,69,841				1	23,041	1	23,041	-23,041	11,92,882	
To end of year . [Direct	20,38,260	21,74,346	5,78,229	36,98,006	84,88,841	1.1	11	11	1.1	55,465	11	55,465	55,465	85,44,396	
TOTAL .	20,38,260	21,74,346	5,78,229	96,98,006	84,88,841	i		1:		55,465	1	55,465	55,465	85,44,306	

Statement of Financial Results of Irrigation Works in Bengal, based on Actual Receipts for and to end of 1883-84 -continued.

	6		PRODUCT	PRODUCTIVE PUBLIC	Works.			Wовк	8 OTHER	THAN PE	WORKS OTHER THAN PRODUCTIVE PUBLIC WORKS.	Public	WORKS.			
			Wor	Works in operation.	n.		Works	Works in abeyance.		Works	Work	Works in progress.	ess.		GRAND TOTAL.	REMARKS.
		Orissa Canals.	Minapore Canal.	Hidgelee Tidal Canal.	Sone Canals.	TOTAL.	Tirhoot H	Hooghly 7	TOTAL.	Damoodah Project.	Sarun Project.	Orissa Coast Canal.	TOTAL.	TOTAL.		
		я	a	a	a,	æ	×	A	a	æ	8.	R	R	R	R	
For the year (Direction)	WORKING EXPENSES.	(a)2,92,690 12,840	2,15,646	46,581	5,14,477	10,69,394	-11	1.1	5 1	, 37	23,401 665	1 I	23,401 665	23,401	10,92,795	
	TOTAL	8,05,530	2,23,586	48,093	5,42,159	11,19,868					24,066	11	24,066	24,066	11,43,434	
To end of year . { Direct	rect	34,18,177	22,11,422	4,19,698	32,69,443 1,88,460	93,18,740	15	111	1 /	11	1,01,243	11	1,01,243	1,01,243	94,19,983	
our)	TOTAL .	35,94,418	23,18,491	4,37,380		98,08,192			i	1	1,04,813		1,04,813	1,04,813	99,13,005	1
NST B	NST ERVENUE.	(-)67 689	40,990	15,497	61,648	50,473		1	i	i	()1,025		(-)1,025	5 (-)1,025	49,448	- 84
For the year . Fro	From direct and indirect	(-)67,662	40,990			50,473				1	(-)1,025	1	(-)1,025	5 (-)1,025	49,448	% 1
;		()	(-)1.44.145	1,40,849	9 2,40,108	(-)13,19,351	į		:	1	(-)49,348	1,	818'61(-)	816,916—) 8	(-)13,68,699	66
To end of year \ Fro	i in	(-)15.56.158	(-)1,44,145	1,40				ı	•	:	(-)49,348		(-)49,348	8 (-)49,348	(-)13,68,699	8
SIMPLE INTEREST AT TAL, OUTLAY (INCL) WORKS WEEE UND For the year	Staple Interest at 4 per cent. on Captally Unders were under construction). For the year. To end of year.	8,09,762 1,00,57,933	3.21,645 40,86,429	70,508	92,66,351	21,60,735	1.1	11	11	11	1.1	1:	11	ii.	21,60,738	* * * * * * * * * * * * * * * * * * *
DIFFERENCE BETWE	DIFFERENCE BETWEEN NET REVENUE AND INTEREST.															
For the year	If credit be taken for direct returns only. If credit be taken for indirect returns also.	(-)8,77,484 (-)8,77,484	(-)2,80,655	(-)55,411	11 (—)8,96,795 11 (—)8,96,795	(-)21,10,285	1 :	1 1	1 1	1 1	(-)1,625	1 1	(-)1,025	25 (-)1,025	5 (-)21,11,310	310
To end of year . }	If eredit be taken for direct returns only if eredit be taken for indirect returns also	(-)1,16,44,081	(-)42,30,574 (-)42,30,574	779,71,6(-)	77 (-)90,26,248	8 (-)2,58,18,580 8 (-)2,58,18,580	9.8	1 1	1 1	1.1	846,94(-)	1 1	(-)49,348	48 (-)49,348 48 (-)49,348	S (-)2,58,67,928 S (-)2,58,67,928	82.6
,					(a) Exclusi	(a) Exclusive of R427 paid in England.	d in Engla	nd.					1			

general Abstract of Financial Results of Irrigation Works in Bengal, based on assessments for the year 1883-84.

	CAPITA	L OUTLAY.				REVENU	E Accou	NT, 1883-8	1.		1 #	PERCE	NT	AGE OF
				ue	receipts.	Wor	king exp	enses.	Net re	ovenne.	1883-	CAPITA	LC	OUTLAY 1883-84
1	Daring 1883-84.	To end of 1883-84.	Direct.	Indirect.	Total.	Direct.	Indirect.	Тотаб.	From direct re- turns.	From indirect returns.	Charges for interest, 1883-84		Indirect.	Total.
DUCTIVE PUB- IC WORKS.		R	R	R	R	R	R	R	R	R	R	R	R	CONTRACTOR
a canals . apore canal elee tidal canal canals .	6,54,220 1,86,397	2,13,28,226 83,91,066 18,38,077 2,52,11,036	2,81,55	4	1,97,213 2,81,554 63,590 8,61,909	46,581	12,840 7,940 1,512 27,682	3,05,530 2,23,586 48,093 5,42,159	57,968 15,497	()1,08,317 57,968 15,497 3,19,750	3,21,646	0.69 0.84		()0°50 0°69 0°84 1°26
TOTAL .	14,45,038	5,67,68,405	14,04,266	3	14,04,266	10,69,394	49,974	11,19,368	2,84,898	2,84,898	21,60,758	0.20		0:50
ORKS OTHER PRODUCTIVE BLIC WORKS.										•				0.00
ks in abeyance. of project hly project		6,06,075 1,45,242	:			=	,iz			Ξ	::			
TOTAL .		7,51,817		0.1	***								1	
ks suspended.	()1,200	1,68,795												
ks in progress.														
project .	(-)3,888 (b)6,73,644	6,91,106 24,01,136	23,041		23,041	23,401	665	24,066	()1,025	(—)1,025 		()0.15		(+)0.15
TOTAL .	6,69,756	30,92,242	23,041	-	23,041	23,401	665	24,066	()1,025	()1,025			1	
ND TOTAL .	21,13,594 6	07,89,759	14,27,307		14,27,807	10,92,795	50,639	11,43,434	2,83,873	2,83,873	21,60,758	0.46		0.46

Comparison between Rainfall in Khureef and Rubbee seasons for the year 1883-84 and 1882-83.

				KRURES	DF.						Run	onn.				
	June.	July.	August.	September.	October.	November,	TOTAL.	December.	January.	February.	March.	April.	May.	TOTAL.	TOTAL OF YEAR	REMARKS.
П	In.	In.	In.	!In.	In.	In.	In.	In.	In.	In.	In.	In.	In.			
· { 1883-84 1882-83	17.86 6.16	11:06 25:39	9.05	9-01	0·79 8·19	2 62	48.67	0:90	0:10	0.66	1.12	0.96	1.55	In. 4.11	In. 52.78	
rainfall for 28 years	***												4.69	600	80:17	
· {1883-84 1882-83	6·85 9·01	10.03	16.65	4·10 9·37	6.53	0.62	37·63 51·31		0.09	0.29	0.17	0 97	6.09	7.61	57·19 45·24	
rainfall for 15 years		•••									1 92	341	1.21	9.40	60.71	
ora .{ 1883-84 1882-83	5·87 8·25	18·61 7·35	12:31 6:80	6·12 7·56	0.13	0.47	43·04 37·12	1.48	0.30	0.17	072	1.58	6.33	10 58	53 62	
rainfall for 14 years							31 12		0.33	1.58	2.37	2.00	4:21	10:49	47-61	
· .{ 1883-84 1882-83	6:34 2:80	14.83	2 00 10.63	4.86 2.53	0·51 4·16	1.28	28.54 26.12		1.40		0.06		0.52	0.58	29-12	
· .{ 1883.84 1882.83	11:42 4:10	8·91 7·34	4·72 13·28	4·54 2·79	0.59	1.45	30·18 33·59		1.43		0.04		0.75	0.79	30.97	•
·{ 1883-84 1882-83	11:78	12·53 7·46	5·25 7·19	2·54 3·76	0·38 4·84	1.23	82·48 63·06		1.60	0.06	0.25	0.18			35·33 32·48 64·84	

 ⁽a) Exclusive of R427 paid in England.
 (b) Includes R3,00,000 for Famine Relief and Insurance.

Comparative Statement of Irrigation in 1883-84 and 1882-83.

		AREA.		AREA IR						D IN 188	2-83.	1883-8 COMPAI WITH 188	ED
NAME OF CANAL.	Area commanded.	Area provided with distribu- taries.	Area for which distributaries have been constructed.	Khureef.	Rubbee.	Perennial.	ToraL.	Khureef.	Rubbee.	Perennial.	TOTAL.	Increase.	Decrease.
Oriesa Canals.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.
Kendrapara canal, in- cluding extension and Gobri branch . Pattamoondi canal . Taldunda , Machgong ,	129,400 51,250 15,250 71,600	87,300 15,250 35,100	87,300 15,250 35,100	17,452 5,436 1,054 8,636	749 17 243 289	31 22 56	18,232 5,453 1,319 8,981	57,370 11,939 10,323 33,415	2,933 155 359 520	71 37 77	60,374 12,094 10,719 34,012	=	42,142 6,641 9,469 25,031
High level canal, 1st	62,600	44,730	44,730	12,174	83	3	12,260	14,105	132	7	14,244		1,984
High level canal, 2nd range (Balasore dis- trict) High level canal, 3rd range (Balasore dis-	120,000			2,283		232	2,515	1,378	1	206	1,585	930	
trict)	507,600	182,380	182,380	47,035	1,381	344	48,760	128,530	4,100	398	133,028	930	85,198
Total Orissa canals	507,000												
Midnapore Canal. Under the Midnapore weir.	250,000	100,000	100,000	86,805			86,805	90,036			90,036		3,231
Under the Panchkoora	67,000 16,000	23,000 11,500	23,000 2,000	10,721 393			10,721 393	10,947 956	***		10,947 956	11.	226 563
Tidal reaches	333,000	134,500	125,000	97,919			97,919	101,939			101,939		4,03
Sone Canals. Western main canal series Eastern main canal series	1,322,354 406,155	988,314	657,440 263,840	197,097 47,481	92,043 7,261	6,674	295,814 54,800	113,242 29,308	13,973 2,026	13,839	141,054 32,770	22,030	
Total Sone Circle	1,728,509	1,295 924	921,280	244,578	99,304	6,732	350,614	142,550	-	15,275	173,82	TO MERCHANISM	00,000,000
GRAND TOTAL .	2,569,109	1,612,804	7 ,228,660	889,532	100,685	7,076	497,293	373,019	20,099	15,673	408,79	1 177,720	89,21

Statement showing the total Traffic during 1883-84 as compared with 1882-83, on the Orissa, Midnapore, and Sone Canals.

	0	MBER OF OPEN.	Numbe Boats inc	CLUDING	TONNAGE O	P BOATS.	VALUE OF	CARGO.	Toli	.N.
NAME OF CANAL.	1882-83.	1883-84.	1882-83.	1883-84.	1882-83.	1883-84.	1882-83.	1883-84,	1882-83.	1883-84.
	Miles.	Miles.	No.	No.	Tons.	Tons.	R	R	R	R
ORISSA CÁNALS.	27	27	} 1,935	1,302	33,102	20,510	1,54,318	67,265	3,902	2,83
Machgong Kendrapara Ditto extension	39 15	39 15	7,433	8,387	79,284	84,744	35,29,270	38,25,850	54,263	44,22
Gobri High Level, 1st Range Ditto, 2nd , Ditto, 3rd ,	15 33 124 19	15 33 121 19	2,552 1,118 387	3,362 1,862 594	14,457 11,228 4,022	18,066 17,723 4,642	5,58,855 1,41,355 14,960	6,52,400 1,70,140 44,000	6,766 3,458 1,170	6.73 3,8 9
TOTAL .	. 1641	1641	13,425	15,507	142,093	145,685	43,98,758	47,59,655	69,559	58,53
SOUTH-WESTERN CIECLE. Midnapore Hidgellee	. 70 29	70 29	52,554 17,445	52,069 22,728	360,973 132,882	382,979 196,767	1,69,43,023 23,83,244	1.79,53,406 36,42,299	1,06,042 43,486	1,09,03
TOTAL	. 99	99	69,999	74,797	493,855	579,746	1,93,26,267	2,15,95,705	1.49,528	1,71,68
Sone Circle. Rastern Main and Patna Western Main Arrah Buxar	. 861 213 65 453	864 22 65	3,239 713 2,915	3,202 742 3,649 1,229	12,709 27,133	14,632	21,62,595 4,70,215 10,11,126 1,52,531	21,07,265 6,58,177 21,19,556 3,69,478	2,608 11,228	17,01
Total	. 218	§ 219	7 615	8,822	78,951	95,472	37,96,467	52,54,476	39,062	47,5
GRAND TOTAL	. 482	3 4821	91,039	99,126	714,899	820,903	2,75,21,492	3,16,09,836	2,58,549	2,77.7

PRIVATE TRAFFIC

War of the Control of

Statement showing the Number of Boats, Class of Goods, Tonnage, and Value of Cargoes and Tolls levied on the Orissa Canals in 1883-84 as compared with 1882-83.

	NUMBER	OF BOATS.	TONNAGE	OF CARGO.	VALUE O	F CARGO.	То	LLS.
	1882-83.	1883-84.	1882-83.	1883-84.	1882-83.	1883-84,	1882-83.	1883-84.
	No.	No.	Tons.	Tons.	R	R	R	R
Articles of food	3,249 4 9 164 467	4,632 7 1 205 583	40,356 23 247 1,950 5,779	49,486 29 5 2,915 5,698	24,10,338 2,600 19,300 5,19,650 98,290	24,67,538 2,450 1,000 9,97,956 98,513	27,157 10 38 1,358 3,336	24,266 11 1,529 4,203
Live-stock Fuel Cooking utensils and other domestic implements Miscellaneous	61 36 6,477	93 54 7,314	599 89 52,884	1,120 177 52,351	1,160 1,355 12,69,164	2,058 865 11,57,675	301 44 28,050	436 87 19,520
Total .	10,467	12,889	101,927	111,781	43,21,857	47,28,055	60,294	50,052
1883-84	:::	2,422		9,854	::	4,06,198		10,242

Statement showing the Number of Boats, Class of Goods, Tonnage, and Value of Cargoes, and Tolls levied on the Midnapore Canals in 1883-84 as compared with 1882-83.

	Number	OF BOATS.	TONNAGE	OF CARGO.	VALUE O	F CARGO.	Ton	Ls.
	1882-83.	1883-84.	1882-83.	1883-84,	1892-83.	1883-84.	1882-83,	1883-84.
	No.	No.	Tons.	Tons.	R	R	R	R
Articles of food Stimulants Clothing Staples of manufacture Building materials Live-stock Fuel Cooking utensils and other domestic implements Miscellaneous	22,329 1,428 414 1,191 2,320 58 826 701 40,720	23,769 1,198 483 2,749 1,999 13 984 609 42,866	238,609 12,642 3,461 12,567 28,686 196 14,128 6,183 177,200	313,(90 11,899 4,140 37,077 19,240 43 19,487 5,468 167,100	60,85,386 8,52,461 26,60,305 33,48,107 3,22,943 6,492 1,06,089 36,982 59,01,052	79,32,841 7,46,369 24,51,456 93,19,960 3,24,985 463 1,20,589 41,828 6,33,887	87.611 4.605 823 2.901 6,461 70 4,346 1,175 41,489	1,00,596 4,107 1,108 9,178 5,332 10 5,381 1,163 44,330
TOTAL .	69,987	74,670	493,672	578,444	1,93,19,817	2,15,72,318	1,49,481	1,71,205
883-84	::	4,683		84,772	:::	22,52,501		21,724

Statement showing the Number of Boats, Class of Goods, Tonnage, and Value of Cargoes, and Tolls levied on the Soane Canals in 1883-84 as compared with 1882-83.

	NUMBER	OF BOATS.	TOWNAGE	OF CARGO.	VALUE OF	F CARGO.	Tor	Ls.
	1882-83,	1883-84.	1882-83,	1883-84.	1882-83.	1883-84,	1882-83,	1883-84.
	No.	No.	Tons.	Tons.	R	R	R	R
Articles of food Stimulants Clothing Staples of manufacture Building materials Live-stock	1,417 220 18 894 331	2,317 223 7 1,090 348	21,364 8,296 144 16,869 4,707	36,240 3,099 73 20,815 5,097	10,21,466 5,17,152 24,644 10,87,410 82,882	20,96,280 9,87,762 16,650 13,21,949 75,069	9,634 2,010 81 9,456 2,157	14,951 1,888 40 11,712 2,542
Sooking utensile and other density	72	116	951	1,191	8,466	10,154	197	388
implements Miscellaneous	3,629	112 3,949	20,089	2,138 19,505	10,54,273	13,726 6,07,848	13,025	550 13,265
TOTAL .	6,581	8,162	67,420	88,2 8	37,46,293	51,28,988	36,560	45,336
883.84		1,581		20,8 8		13,82,695		8,776

GOVERNME

DEPARTMENT OF R

PRICES CURRENT OF FOOD-GRAINS THROUGHO

																										Qt	JAN	TIT	IES	PEI	R RU
				v	Theat	t.			J	Barle	y.			Rice	(bei	st sc	ort).		F	Rice	(cor	nm	on).	6	Jon	Millet var), Sorgh	Hole	olum,	Bulr	ash N boo,	Tillet (t Bajra), ria Spis
PROVINCES.	Districts.		Present fortnight.		Past fortnight.	Corresponding fort.	night of 1884.	Present fortnight.		Past fortnight,	A. 18. 18. 19. 19. 19. 19. 19. 19. 19. 19. 19. 19	night of 1884.	Demonst & contract	(0) H-10.	Fast fortnight.	656	Corresponding fort.	223	Present fortnight.		Past fortnight.	N 1	Corresponding fort-		Present fortnight.	Past fortnight.	1	Corresponding fort- night of 1884.	Present fortnight.		Past fortuight,
			s. c	h.s.	Ch	s.	Ch,	s. c	h. S	. Cl	. s.	Ch.	8.	Ch.	s. (Ch.	S.	Ch.	s. (Ch.	s. c	h.	s. Cb	1, 8	. Ch.	s.c	h. S	.Ch.	s.Cl	. S.	Ch. 8.
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a In the sub-divisions the retail prices of salt per rupee were :-- Colns, and Cutwa 14 seers, and Ennesgange 13-5 seers,

INDIA.

CE AND COMMERCE.

IA FOR THE 1st HALF OF JANUARY 1885.

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PRICES CURRENT OF FOOD-GRAINS THROUGHO

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			Wheat.			Barley		Ric	e (best s	iort).	Nice	(601111		Hole	us Sorgh	He Ma	Penicill	aria
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^{*} The retail price of common rice in the interior ranged from 23-10 seers to 23-14 seers per rupee.

In the sub-divisions the retail prices of salt per rupee were: —Raraset and Buseffinat 15 seers, Jarrackpore 12-12 seers, and Dum-Dum 12 seers.

In the sub-divisions the retail prices of salt per rupee were: —Rooshes 13 seers, Meherpore 12 seers, Chooshes 21-12 seers, and Hanaghas 11-4 seers.

In the sub-divisions the retail prices of salt per rupee were: —Majoorn 19-12 seers, Narail 12 seers, and Bongong 13 seers.

In the sub-divisions the retail prices of salt per rupee were: —Laibagh II seers, Jungipore 12-12 seers, and Ranail 12 seers.

In the sub-divisions the retail prices of salt per rupee were: —Laibagh II seers, Jungipore 12-12 seers, and Ranail 12 seers.

In the sub-divisions of Nattore and No agong the retail price of salt as 12 seers per rupee.

In the sub-divisions the retail prices of salt per rupee were: —iniband; 13 seers and Nilphanail 12 seers.

The retail price of salt at Kurscong was 8 seers, and at bligger II seers per rupee.

The retail price of salt at Kurscong was 8 seers, and at bligger II seers per rupee.

The retail price of salt at Fauscong was 8 seers, and at bligger II seers per rupee.

The retail price of salt at Fauscong was 8 seers, and at bligger II seers and Naraingange 14 seers.

In the sub-divisions the retail prices of salt per rupee were: —Kanickginge 12 seers and Naraingange 12 seers, and Goppligunge 12-12 seers.

In the sub-divisions the retail prices of salt per rupee were: —Patuakian 10-10 seers, Peroxepore II seers, and Baola 10-5 seers.

In the sub-divisions the retail prices of salt per rupee were: —Kishorejunge 10-10 seers, Peroxepore 11 seers, Jamaipore 11-4 seers, and Netrokhona 12-5 seers, fin the sub-divisions the retail prices of salt per rupee were: —Kishorejunge 10-10 seers, Peroxepore 11 seers, Jamaipore 11-4 seers, and Netrokhona 12-5 seers.

IA FOR THE 1st HALF OF JANUARY 1885 -continued.

Coralco, Murh- glee, Panicum nm, de.		Gram.	Firewood	1.		Salt.		
ort.	fortnight.	g fort. 884.	üght. t.	g fort.	Wholesale pric		* Retail.	DISTRICTS. *
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PRICES CURRENT OF FOOD-GRAINS THROUGHO

															QUA	NTIT	IES P	ER RU
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frounces.	Districts.	Present fortnight.	Past fortnight.	Corresponding fort- night of 1884.	Present fortnight,	Past fortuight.	Corresponding fort- night of 1884.	Present fortnight.	Past fortnight.	Corresponding fort- night of 1884.	Present fortnight.	Past fortnight.	Corresponding fort- night of 1884.	Present fortnight.	Past fortuight.	Corresponding fort-	Present fortnight.	Past fortnight.
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АЕВА	Sylhet Cachar Godipará Góro Hills Kámrúp Darrang Darrang Sibságar Lakhimpur Khásí & Jaintis Hills Kága Hills	No r	eturn 1	eceived		***		•••	-				-		••			
N.W. Provinces.	Debra Dún . Sabáranpur . Muzaffaruagar . Meerut . Bulandshahr . Aligarh . Kumaun . Garhwál . Bijnor . Moradabad . Badauu . Bareilly . Shábjahánpur . Tarái Pergunnahs . Muttra . Agra . Farukhabad . Mainpuri . Etáwah . Etah . Jalaun . Jbánai . Lalitpur . Cawnpore . Fatehpur . Bánda . Allahabad . Hamírpur . Jaunpur . Goraffar . Banda . Allahabad . Hamírpur . Banda . Allahabad . Hamírpur . Banda . Allahabad . Hamírpur . Banda . Mirzapur . Benares . Gházipur . Balia . Philibhit . Almora .	24 114 24 6 23 8 25 2 22 8 13 0 21 0 21 0 22 8 21 0 21 0 22 8 21 0 21 0	23 8 24 12 22 0 11 8 14 0 20 0 20 11 20 10 25 0 22 8 20 8 21 0 22 3 23 8 23 8 23 8 23 8 23 8 23 8 23 8	18 0 19 10 18 4 15 0 20 0 18 9 20 5 21 9 21 9 21 7 22 12 21 4 17 12 17 8 20 2 19 0 19 8 20 3 20 0 22 0 23 0 19 8 16 14 24 0 17 0 17 0 16 1 16 0 17 1 16 0 17 6	29 0 32 0 14 0 18 0 27 0 28 12 35 0 37 0 28 12 35 0 30 0 30 0 32 3 32 0 32 3 32 0 28 8 34 11 36 0 27 8 30 4 28 12 26 1 27 0 28 12 37 0 28 12 38 0 29 0 20 0 20 0 21 0 22 0 23 0 24 0 25 0 26 1 26 1 26 1 27 0 28 1 28 1 2	30 12 28 0 31 0 32 0 13 0 0 27 0 0 28 12 31 0 0 32 0 0 33 0 0 28 12 31 0 24 0 0 26 0 0 0 0	25 8 27 0 22 0 35 0 37 0 30 0 25 12 31 0 28 0 28 0 20 10 20 10 20 10 26 0 3 22 8 3 22 8		15 3 10 0 10 5 8 0 9 12 6 7 12 12	11 11 10 0 10 5 10 0 9 12 7 1 9 0	15 12 16 14 18 15 15 12 15 17 17 14 18 18	16 4 15 0 10 8 15 10 14 0 15 10 16 17 0 16 17 0 17 0 18 18 18 10 18 18 18 10 18 18 18 10 18 18 18 10 18 18 18 10 18 18 18 10 18 18 18 10 18 1	\$\frac{1}{13}\$ \frac{1}{4}\$ \text{13}\$ \text{4}\$ \text{13}\$ \text{0}\$ \text{14}\$ \text{6}\$ \text{14}\$ \text{6}\$ \text{14}\$ \text{6}\$ \text{14}\$ \text{6}\$ \text{14}\$ \text{6}\$ \text{13}\$ \text{12}\$ \text{13}\$ \text{12}\$ \text{13}\$ \text{13}\$ \text{12}\$ \text{13}\$ \text{14}\$ \text{14}\$ \text{14}\$ \	32 29 1 29 33 32 29 1 33 30 29 31 32 38 30 30 30 32 38 30 30 30 30 30 30 30 30 30 30 30 30 30	426 1 1/28 1 1/28 1 0 20	4 27 11 128 1 1 128 1 1 128 1 1 128 1 1 128 1 1 128 1 1 128 1 1 128 1 1 128 1 1 128 1 1 128 1 1 1 1	5 33 1 28 1 1 28 1 1 28 1 1 28 1 1 28 1 1 28 1 1 28 1 1 28 1 1 28 1 1 28 1 1 28 1 28 1 1 28	10 20 101 0 25 62 0 25 03 12 25 121 4 26 03 8 27 83
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Dresta	Hissar Rohtak Gurgaon Delhi Kurnal Umballa Ludhiana Simla	. 23 . 26 . 27 . 30 . 16	0 23 0 26 0 26 0 29 0 15	0 20 0 24	0 34 0 36 0 32 0 38 0 22	0 33 0 36 0 26 0 38 0 22	0 25 0 29	0 0 0		***	13 12 15 12	0 13 0 12 0 13 0 12 0 9	0 12 0 11 0 12 0 11 0 12	0 27 0 35 0 69 0 43 0 17	0 27 0 35 0 40 0 40	0 32	0 27	0 32

IA FOR THE 1st HALF OF JANUARY 1885 -continued.

EERS ()F-80 '	TOLAH	IS.												
Millet (Kavaru vee, Cheen rhwa, Nug Miliaceu	a, Coralo lee), Pan	u,	Gram	•		Firewood	1.			Salt.					
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IA FOR THE 1st HALF OF JANUARY 1885 -continued.

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PRICES CURRENT OF FOOD-GRAINS THROUGH

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DEPARTMENT OF FINANCE AND COMMERCE, (Statistical Branch.)

A FOR THE 1st HALF OF JANUARY 1885 -concluded.

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· Eight ples per bundle.

† Ten pies per bundle.

D. BARBOUR,

Secretary to the Government of India.

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GOVERNMENT OF INDIA. REVENUE AND AGRICULTURAL DEPARTMENT.

SUMMARY OF THE WEATHER REPORTS FOR NOVEMBER AND DECEMBER 1884.

No. 18 Met., dated Calcutta, the 6th February 1885.

RESOLUTION—By the Government of India, Revenue and Agricultural Department.

Read the following:-

Summary of the Weather Reports for November and December 1884.

The north to north-east winds and fine weather, characteristic of the winter monsoon, which set in this year over Northern and Central India as early as the 15th of October, continued during November, over the whole of that region with even more than the normal steadiness. Slight showers certainly prevailed over North-Western India on the 1st, and in Bengal on the 2nd of lived, and the weather throughout the whole month was characterized by exceptionally high pressure, low temperature, and fine settled weather. At Sialkot the mean temperature of the month was 5° below the average, at Lucknow the defect was 4°, at Allahabad 7°, at Benares and Ajmere 44°, and in Bengal and the Central Provinces between 2° and 5°. While, however, fine settled weather was prevailing over the northern and central parts of the country, the contrary was the case over the Carnatic and the south of the peninsula. Here, also, the north-east monsoon was blowing with unusual persistence, but, instead of fine weather, was bringing up much cloud and rain from the Bay of Bengal. Showers, more or less heavy, fell on every day of the first half of the month, and during the 7th and 8th a small cyclonic depression passed across the south of the peninsula bringing 6 inches of rain to Colombo, 6½ inches to Madras, and 11 inches to Tuticorin. During the first fortnight the rainfall of Madras was four times, and of Negapatam twice, Southern India participated in the fine weather prevailing in the north, but on the 19th a decided barometric fall occurred, and on the 21st another small cyclonic storm passed across the Coromandel coast, causing heavy rain and a strong wind at the stations of Madras and Cuddapah. At the floods and the bursting of the Red Hills Tank. After the passage of this depression little improvement occurred in the weather, which continued showery and unsettled

The temperature returns shew that as in the north the weather over the whole of the peninsula was colder than usual, while the percentage of humidity in the atmosphere shewed an excess in the Carnatic and irregular differences elsewhere.

The weather of the month of December was, with some slight modifications, practically a continuation of that of November. In the north the barometer was, however, less steady, and the oscillations, which are characteristic of the pressure movements of this season in Upper India, were as numerous as usual. In consequence the state of the sky in the Punjab and neighbouring parts of the North-Western Provinces and Rajputana underwent considerable changes, becoming cloudy and clear according as pressure fell or rose. On the 23rd and 24th this cloudiness became more than usually dense, and snow fell at Simla and Murree and rain over the plains of the Punjab and Central and North-Western Provinces. Over the Carnatic the weather though less unsettled than in November, yet continued very showery, and on the 17th a very decided barometric decrease occurred over the south of the peninsula, and a small cyclonic disturbance was formed over the south-west corner of the Bay, whence

it advanced to the coast on the 18th, occasioning very heavy rain in Southern India. On the Bombay side a slight barometric disturbance appeared about the 22nd, and rain fell at several stations in Bombay, the Berars, and the Deccan.

The circulation of the wind was about the normal. The axis of high pressure extending from North-Western India—generally from the Punjab or Rajputana—eastwards to Behar and Chutia Nagpur, held uninterruptedly during a large part of the month, while the lowest pressures were found equally constantly over Travancore, so that north-west winds were the prevailing current down the Gangetic plain, north winds over Bengal and north-east to east winds elsewhere. The returns at the close of the month shewed that the barometer had been above the average everywhere—most in the Punjab and the North-Western Provinces—while the depression of temperature noticed in the preceding month was just as general in December, though the amount of the deficiency was somewhat less. The variations of humidity from the average were slight and unimportant.

The following table gives the normal rainfall of November and December and the departure of the rainfall of the months of November and December of the present year from the average. It will be seen that over Northern India, from the Punjab and Sind to Bengal, there was less than the average amount, but that in Assam and over the Central Provinces, the Berars, and southern parts of the country there was an excess, which varied from a small and insignificant departure in Assam to a very large excess in the Carnatic and Ceylon:—

Punjab, West , East . North-Western Provin Behar . Northern Bengal Assam, Cachar Lower Bengal, Chutia Orissa, Northern Circa Central Provinces, Son Berar	ices,	, Tra	ans-G	Gangeti	· c .	1			Inches. 1'34 0'76	Inches 1'14 - 0'29
Behar " Northern Bengal Assam, Cachar Lower Bengal, Chutia Orissa, Northern Circa Central Provinces, Son	ices,	Tra Cis	ans-G	Gangeti	· .				0:76	- 0.29
Behar " Northern Bengal Assam, Cachar Lower Bengal, Chutia Orissa, Northern Circa Central Provinces, Son	ices,	Tra	ans-G	Gangeti getic	c .					
North-Western Proving Behar " " Northern Bengal . Assam, Cachar Lower Bengal, Chutia Orissa, Northern Circa Central Provinces, Son	ices,	Cis	ans-Gan	langeti getic	c .					- 0.48
Behar	ices,	Cis	-Gan	getic					0.57	- 0.48
Northern Bengal Assam, Cachar Lower Bengal, Chutia Orissa, Northern Circa Central Provinces, Son		1		5	COST TO THE AN INCHES	SCHOOL STATE			0.26	- 0.17
Northern Bengal Assam, Cachar Lower Bengal, Chutia Orissa, Northern Circa Central Provinces, Son									0.33	- 0.33
Assam, Cachar Lower Bengal, Chutia Orissa, Northern Circa Central Provinces, So									0.35	- 0'31
Lower Bengal, Chutia Orissa, Northern Circa Central Provinces, So						100			1,30	+ 0.12
Orissa, Northern Circa Central Provinces, Son	No	-							1.01	- 0'32
Central Provinces, So	reat	ghar							3.75	- 3'35
	ars								0.69	+ 0:46
Berar	utn								0.61	+ 376
	1000	•		27.	14.				0.42	- 0.10
Rajputana, Central In	dia,	Sau	igor,	Nerbu	ada				0.12	- 0.11
Sind, Cutch		•							0.18	- 0.10
Gujarat										- + 0.41
Konkan				•				•		+ 0.08
Deccan, Hyderabad						Williams.	1000 to		1.06	+ 1.66
Malabar									3.22	
Mysore, Bellary .			190.	State of					4.74	+ 2.00
Karnatic										+ 13.82
Ceylon									18.93	+ 13.11
British Burma .					0.00				2.65	- 0.43

W. L. DALLAS,

Asst. Meteorological Reporter to the Government of India.

ORDER.—Ordered, that the papers be printed in the Supplement to the Gazette of India.

True Extract.

C. S. BAYLEY,

Offg. Secy. to the Govt. of India.

GOVERNMENT OF INDIA.

LEGISLATIVE DEPARTMENT.

ABSTRACT OF THE PROCEEDINGS OF THE COUNCIL OF THE GOVERNOR GENERAL OF INDIA, ASSEMBLED FOR THE PURPOSE OF MAKING LAWS AND REGULATIONS UNDER THE PROVISIONS OF THE ACT OF PARLIAMENT 24 & 25 VIC., CAP. 67.

The Council met at Government House on Friday, the 30th January, 1885.

PRESENT:

His Excellency the Viceroy and Governor General of India, K.P., G.C.B., G.C.M.G., P.C., G.M.S.I., G.M.I.E., presiding.

His Honour the Lieutenant-Governor of Bengal, K.C.S.I., C.I.E.

His Excellency the Commander-in-Chief, G.C.B., C.I.E. The Hon'ble J. Gibbs, C.S.I., C.I.E.

Lieutenant-General the Hon'ble T. F. Wilson, C.B, C.I.E.

The Hon'ble C. P. Ilbert, C.I.E.

The Hon'ble Sir S. C. Bayley, K.C.S.I., C.I.E.

The Hon'ble T. C. Hope, c.s.i., c.i.e. The Hon'ble Sir A. Colvin, K.C.M.G., C.I.E.

The Hon'ble Mahárájá Luchmessur Singh, Bahádur, of Durbhunga.

The Hon'ble J. W. Quinton. The Hon'ble T. M. Gibbon, C.I.E.

The Hon'ble W. W. Hunter, LL.D., C.S.I., C.I.E.

The Hon'ble H. J. Reynolds.

The Hon'ble Rao Saheb Vishvanath Narayan Mandlik, c.s.I.

The Hon'ble Peari Mohan Mukerji.

The Hon'ble H. St. A. Goodrich.

NEGOTIABLE INSTRUMENTS ACT, 1881, AMENDMENT BILL.

The Hon'ble Mr. ILBERT moved that the Report of the Select Committee on the Bill to amend the Negotiable Instruments Act, 1881, be taken into consideration. He said:-

- "This Bill proposes to amend in certain matters of detail one of the important codifying measures which were passed into law by my learned predecessor Mr. Whitley Stokes. It was introduced at the suggestion of some leading bankers, who pointed out that the Indian Negotiable Instruments Act imposed on persons dealing with bills of exchange the observance of certain formalities which, though they survive in text-books, have become obsolete in modern mercantile practice, and are not required by the recent English Statute on the same subject.
- "Accordingly, we proposed so to amend the Indian Act as to assimilate it in those points with the English Statute, which may be regarded as a later and revised edition of the law.
- "The papers which have been submitted to us since the Bill was introduced have brought to our notice certain other provisions of the English Statute which may, in our opinion, be advantageously inserted in the Indian Act.
- "We propose, in accordance with suggestions which have been made in these papers, to provide machinery whereby the owner of a lost bill or note can get a duplicate from the drawer or maker; to declare that presentment of a bill through the post office, when such presentment is authorised by agreement or usage, shall be sufficient; to make it clear that the demand which is required to be made by a notary public for the purpose of rendering a protest valid need not be made by the notary in person; and to provide, as in the English Statute, that in certain cases noting shall be deemed equivalent to protest.

"In dealing with these matters the view on which we have proceeded is that we can, as a general rule, with safety and propriety go as far as the English legislature has thought fit to go in the direction of relaxing formalities, but that we ought not to go further. With respect to one provision we have not thought it advisable to go quite so far. Having regard to the difference between the postal arrangements in England and in India, we think that when presentment of an instrument is made by post it should in this country be made by registered letter.

"In the clauses of the Bill relating to notaries public we have made no alteration. Perhaps I ought to explain to the Council how it is that we come to be dealing with notaries public under this Bill. The office of notary public, as the Council are doubtless aware, is one of great antiquity. In France and other Continental countries the notary public plays a very important part, and his intervention is constantly required in the legal transactions of everyday life. In countries under the English law his functions are of a much more limited character, and the most important branch of his practice is connected with certain formalities relating to bills of exchange and promissory notes. Nevertheless, the English notary public enjoys all the prestige attaching to the membership of an ancient and venerable profession; he derives his authority from no less a personage than the Archbishop of Canterbury, and he is supposed to act under the control of a mysterious body known as the Court of Faculties. In India, as might be expected, the members of this profession are scarce. In Calcutta you may entertain a notary public unawares, but throughout British India these archiepiscopal emissaries are few and far between. Under these circumstances the Govemissaries are few and far between. ernment of India thought it might be for the convenience of the mercantile public if it established what may be called a local manufacture of notaries public. Accordingly, we have appointed persons to be notaries public under the Negotiable Instruments Act, and, having appointed them, we have laid down rules for their guidance and fixed the fees which they are to take. As these persons are our own officers, we can, of course, regulate their proceedings as we please, but we think it advisable to give express legislative recognition to the executive arrangements which we have made; and that is what we propose to do by the Bill. It has been suggested that we ought to go further and take power to regulate the proceedings of notaries public appointed in England but exercising their functions in India. It may be that if I proposed to take this power I should be charged with infringing the prerogatives of the Archbishop of Canterbury or of the Court of Faculties. This is a charge which I should be most unwilling to incur, and which it is not at all necessary that I should incur, because I feel sure that the procedure and fees of the two classes of notaries-those appointed in England and those appointed in India-will in practice assimilate themselves to each other.

"On the other hand, it has been suggested that we might dispense with the intervention of notaries public in any cases under this Act, and might adopt a provision of the recent English Statute, which says that where the services of a notary public cannot be obtained 'any householder or substantial resident of the place' may act in his stead. If we had not established a liberal supply of local notaries public under the power to which I have referred, some such provision would be doubtless very useful. As it is, I think it would be desirable to avoid the use of a phrase so pregnant of litigation as the phrase 'substantial householder.' I believe that there is a reported case in which the question whether a village tailor was or was not a substantial householder within the meaning of an Indian Regulation was fought up to the Privy Council. I have not refreshed my memory of the case by looking up the report, and therefore I am not in a position to say how far the argument turned on the question whether the tailor represented only a fractional part of a householder. But, however that may be, the case is sufficient to show that the use of any such phrase might provide an inconveniently wide scope for the exercise of forensic ingenuity.

"These are the only points in connexion with the amended Bill to which I need direct the attention of the Council, except perhaps a suggestion, which has

proceeded from the Bank of Bengal, that we ought to declare a particular section of the Contract Act as applicable to negotiable instruments. This is the section (45) which enacts that—

When a person has made a promise to two or more persons jointly, then, unless a contrary intention appears from the contract, the right to claim performance rests, as between him and them, with them during their joint lives, and, after the death of any of them, with the representative of such deceased person jointly with the survivor or survivors, and, after the death of the last survivor, with the representatives of all jointly.'

"It has been suggested that this section might have an inconvenient effect if applied to joint promissory notes and bills of exchange. I am not aware of any case in which it has been held to be so applicable, and, if the question were to be argued, I am disposed to think that the application of the section would be held to be sufficiently limited by the express saving of any usage or custom of trade, and by the provisions of the law with respect to partners, trustees and executors. But, however this may be, I think that, if any amendment of the law in the direction suggested by the Bank of Bengal is necessary, it might be more appropriately embodied in a Bill for amending the Contract Act, since there may well be other cases besides those of negotiable instruments from which the applicability of this section ought to be excluded."

The Motion was put and agreed to.

The Hon'ble Mr. Ilbert also moved that the Bill, as amended, be passed. The Motion was put and agreed to.

TRANSFER OF PROPERTY ACT, 1882, AMENDMENT BILL.

The Hon'ble Mr. Ilbert also moved that the Report of the Select Committee on the Bill to amend the Transfer of Property Act, 1882, be taken into consideration. He said:—

"This is another Bill for amending one of the codifying Acts, and its main object is to give a more workable form to the power of exemption which is contained in one of the introductory sections of the Transfer of Property Act.

"I explained so fully on the occasion of obtaining leave to introduce this Bill the reasons which made some amendment of this section necessary, that I need not recapitulate them now, and I will content myself with stating the conclusions to which the Select Committee have come as to the form which the amendment should assume.

"With regard to the exemption from those sections which require certain instruments to be registered, we are clearly of opinion that the exemption should be local, as proposed by the Bill.

"Then comes the power to exempt from section 41, which deals with transfers by ostensible owners. With regard to this section, there is much difference of opinion among those whom we have consulted, first, as to whether there should be any exemption from this section at all, and then as to the form which the exemption, if any, should assume. The conclusion to which we have come is that the section merely embodies a rule of equity which the Courts should follow, and which they probably would follow, even if it were not expressly enacted by the Act. We think, therefore, that it should be in force wherever the Act is in force, and that no power to exempt from it is necessary or desirable.

"The last clause of the Bill as introduced related to a section which declares in what cases a power of sale or a mortgage is to be valid—a section which was the subject of much discussion at the time when the Transfer of Property Bill was being framed, and with respect to which the views of the Law Commission, to whom the Bill was referred at an early stage, were not identical with those which ultimately prevailed in the Select Committee of this Council and in the Council itself. The conclusion of the Committee and the Council was that such powers of sale should be declared valid only to the extent to which they were previously valid in accordance with general usage. And to give effect to

that view the Bill made the power of sale valid in cases where the mortgage was a mortgage in the English form and neither the mortgagor nor the mortgagee was a Hindu, a Muhammadan or a Buddhist, and also in cases where the mortgaged property was situate within the towns of Calcutta, Madras, Bombay, Karáchí or Rangoon. Whether the particular conclusion at which the Committee and the Council then arrived was right or not I do not propose to discuss. There is a great deal to be said on both sides of the question, but the Select Committee on the present Bill thought they ought not to re-open the discussion or to alter the general lines on which the section is framed. We think it will be sufficient so to amend it as to make its meaning clear and its provisions more logically complete.

"In the course of the discussions on the Bill it was suggested to us that one of the sections of the Act might possibly be so construed as to impress the character of transferability on those occupancy-rights and other similar interests in land which by existing law or custom are not transferable. It was certainly not the intention of the framers of the Act to make by it any change in the law on this point, and we have added to the amending Bill a clause for the purpose of removing any doubts on this head."

The Motion was put and agreed to.

The Hon'ble Mr. Ilbert also moved that the Bill, as amended, be passed. The Motion was put and agreed to.

INDIAN CONTRACT ACT, 1872, AMENDMENT BILL.

The Hon'ble Mr. Ilbert also moved for leave to introduce a Bill to amend section 265 of the Indian Contract Act, 1872. He said:—This section provides as follows:—

- 'In the absence of any contract to the contrary, after the termination of a partnership, each partner or his representatives may apply to the Court to wind up the business of the firm to provide for the payment of its debts, and to distribute the surplus according to the shares of the partners respectively.
- * Explanation.—The Court in this section means a Court not inferior to the Court of a District Judge within the local limits of whose jurisdiction the place or principal place of business of the firm is situated.'
- "The section has been the subject of various decisions by the Calcutta and other High Courts, but, whatever interpretation is correct, it is clear that its effect is to bring on the files of District Judges a number of unimportant suits which can be equally well adjudicated by the subordinate Courts. The Calcutta High Court has brought to notice that the section has caused the District Judges' Courts to be swamped with a number of petty cases, and has suggested that it should be so amended as to give jurisdiction in this class of cases to some of the subordinate Courts; and it is with the object of making this amendment in the law that the Bill I am now asking leave to introduce has been prepared."

The Motion was put and agreed to.

INDIAN PORTS ACT, 1875, AMENDMENT BILL.

The Hon'ble Mr. Ilbert also presented the Report of the Select Committee on the Bill to amend the Indian Ports Act, 1875.

ACT XXII OF 1881 AMENDMENT BILL.

The Hon'ble Mr. Quinton presented the Report of the Select Committee on the Bill to amend Act XXII of 1881.

OUDH ADDITIONAL JUDICIAL COMMISSIONER'S BILL.

The Hon'ble Mr. Quinton also moved that the Bill to provide for the temporary appointment from time to time of an Additional Judicial Commissioner for Oudh be taken into consideration. He said:—

"When introducing this Bill a fortnight ago, I explained to the Council the circumstances which called for legislation on the subject, and the urgent necessity which at present exists for strengthening, at least temporarily, the Court of the Judicial Commissioner of Oudh. Since then I have received a telegram from the Lieutenant-Governor and Chief Commissioner, in which His Honour expresses an opinion that the state of judicial business in the province renders it both urgent and important, in the public interest, that the appointment of an Additional Judicial Commissioner should be legalised without delay.

"I therefore feel it incumbent on me to ask the Council to take the Bill into immediate consideration with a view to passing it to-day.

"It is very short, consisting only of four sections.

"Section 1 is introductory, and brings the Act into operation at once. Section 2 enables the Local Government, from time to time, with the previous sanction of the Governor General in Council, to appoint any person it thinks fit to be an Additional Judicial Commissioner, and fixes the term of office at the pleasure of the Local Government. Section 3 empowers the same Government to prescribe the jurisdiction and powers of the Court of the Judicial Commissioner to be exercised by the Additional Judicial Commissioner, and the Judicial Commissioner to divide the work of the Court in accordance with such general directions. And, lastly, section 4 makes applicable to the Additional Judicial Commissioner, while exercising such jurisdiction and powers, all enactments applicable to the Judicial Commissioner.

"The effect of the amendment to section 3 which I shall in the next Motion ask the Council to accept is to enable the Additional Judicial Commissioner to give assistance to the Judicial Commissioner, not merely in the trial of civil appeals as provided by the Bill, but also in the disposal of revenue and criminal cases.

"The reasons for the alteration will be found in a letter from the Lieutenant-Governor, printed as paper No. 1 relating to the Bill, in which Sir A. Lyall points out that it is very desirable that the Additional Judicial Commissioner should be able to assist the Judicial Commissioner in any branch of the work of the Court which the Judicial Commissioner may find convenient. For instance, if the latter officer be engaged in trying a protracted civil suit, it would be to the advantage of public business if his colleague could deal with criminal references which require punctual attention,"

The Motion was put and agreed to.

The Hon'ble Mr. Quinton also moved that, in section 3 of the Bill, for the words "the Oudh Civil Courts Act, 1879," the words "any enactment for the time being in force" be substituted.

The Motion was put and agreed to.

The Hon'ble Mr. Quinton also moved that the Bill, as amended, be passed. The Motion was put and agreed to.

The Council adjourned to Friday, the 6th February, 1885.

R. J. CROSTHWAITE,
Offg. Secy. to the Government of India,
Legislative Department.

FORT WILLIAM;
The 5th February, 1885.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING THE 4th FEBRUARY 1885.

GENERAL REMARKS.—Rain has fallen throughout the Punjab and the North-Western Provinces and Oudb, and in many districts in Bengal and in Assam. Slight rain has also fallen in places in the Central Provinces, in the Central India and Rajputana States, and in Chingleput and Hyderabad, and in Tavoy in British Burma.

Harvest operations continue in several districts in Madras, the outturn is generally below the average. More rain is still wanted in Bellary, Anantapur, and parts of Karnul, elsewhere prospects are reported to be fair. In Mysore the crops are in fair condition, but future prospects depend upon early rains. In Coorg the situation is the same as last week.

In Bombay the rabi harvest has commenced in places, and the condition of the standing crops is generally good. Scarcity of fodder and drinking water continues in parts of the Southern Mahratta districts.

The recent rain in the North-Western Provinces and Oudh and in the Punjab has been beneficial to the crops, and agricultural prospects are generally very favourable. In the Berars rabi prospects are good, and standing crops are progressing in the Nizam's Territories. In the Central Provinces, the Central India and Rajputana States, standing crops promise well.

The rain which fell in Bengal during the past week has improved the rabi crops generally, but has injured the prospects of the poppy crop in Shahabad and Saran. Amun paddy has been nearly harvested and the cultivation of early paddy has commenced in places. Gathering of the early rabi crops continues. Seasonable weather prevails in Assam, and lauds are being prepared for the aus crop. Harvest operations have been nearly completed in British Burma.

Cholera is abating in Coimbatore and Tanjore and is prevalent in Prome and a part of the Amherst district of British Burma. In other Provinces the public-health is generally good.

Prices are generally stationary.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
Madras-(Feb. 4th)		
Bellary	Nil	Standing crops, wet crops in parts, withering from want of rain; harvest paddy and dry grains, yield below average.
Kurnool		Standing crops good, except in one division and in parts of 3 taluks, where they are withering from want of rain; harvest dry grains and pulses, yield below average; smallpox in 3 taluks.
Ganjam	11	Cholera slight; cattle-disease prevalent.
Kistna		Standing crops generally good; harvest paddy; river one foot over anicut; fever and smallpox exist; 8 deaths from cholera,
Chingleput (Madras) .	Average *03	Standing crops in parts of two taluks affected by insects; harvest, paddy, outturn below half the average; smallpox and cattle-disease exist; 83 deaths from cholera.
Coimbatore	Nil	Standing crops, wet good; dry very indifferent; harvest wet and dry crops, outturn wet about average, dry below average; fever exists; cholera abating, 228 deaths.
Tanjore		Rivers 1 to 4 feet; standing crops generally good; harvest wet and dry crops, outturn below average; cholera abating; 340 deaths.
Madura	,,	Fever prevails; 110 deaths from cholera.
Malabar	•	Harvest of second crop paddy over in 5 taluks and continues in others; fever exists; smallpox and cattle-disease slight; 87 deaths from cholera.
Travancore	,	Harvest second crop paddy, yield good; smallpox exists; cholera prevalent; S deaths at Trevandrum.
		General Remarks.—General prospects fair, except in parts of Bellary and Anantapur.
Bombay-(Feb. 4th)		
Karachi	Nil	Weather cloudy; river at Kotri on 1st 6 feet 7 inches against 2 feet 11 inches on same date last year; fever in 7 talukas; cattle-disease in 4 talukas, loss of 43 buffaloes and 33 cows and bullocks; cholera in Ghorabari and Jati talukas; 14 fresh cases, 7 deaths, 6 remaining sick; smallpox in 31 villages, 22 fresh cases; deaths; 52 remaining; rabi crops coming on; prices—wheat, red rice, and bayri in Karachi 26, 28, and 45, in Dadu 36, 44, and 44; in Ghorabari 22, 40, and 36 and in Mirpur Batoro 26, 46, and 40 lbs. per rupee respectively.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
Bombay—contd. Hyderabad	In Kandiaro '05 on 22nd and in Nau- shahro '13,	Rabi good; cotton and tobacco in Mirpur and cotton in Shahdadpu and Hala slightly injured by frost; blight to peas in Sakram apprehended owing to rain and cloudy sky; river at Kotri on 30th 6 feet 8 inches against 3 feet last year; fever in 7, smallpox in 4, and cattle-disease in 2 telephone.
Ahmedabad	Nil	4, and cattle-disease in 2 talukas; wheat 30, bajri 40, jowari 40 standing crops healthy; fever in Dholka; wheat 31 and bajri 34 lbs per rupee.
Baroda	,,	
Surat	,,	Public health fair; cattle-disease continues in Dehgam; standing crops in good condition; bajri 33 and rice 24 lbs. per rupee. Standing crops healthy; fever in 3 talukas; jowari 39 and nagl
Nasik		Rabi crops generally good salight in insures to
Colaba (Bombay)	,	generally good; wheat 37, bajri 37 and rice 21 lbs. per rupee. Abnormal temperature, 2° cool on 28th and 29th, 1° warm on 31s and nil on all other days; yappar in six default.
Poons	,	Rabi crops generally good in Panner, Khed, Purandhar, Naval and Haveli talukas; small insects and front home likely
Ahmednagar		cholera case in Naval; bajri 33 and jowari 37 in Poona; bajri 32 and jowari 35 lbs. per rupee
Sholapore		Harvesting of rabi commenced; jowari and wheat damaged in some talukas; fever in Jamkhed; jowari 39 to 72 and bajri 35 to 48 lbs. Penning of rabi
bi		Reaping of rabi crops commenced in Madha, Purandhar and Malsiras talukas; jowari 39 lbs. 30 tolas and bajri 37 lbs. 26 tolas per rupee.
Dharwar	"	Harvesting of early jowari completed, that of wheat in progress; exotic cotton blighted in some villages of three talukas; scarcity of fodder in Navalgund, Mundwargi, Karajgi and Ron, that of drinking water in Nargund, Bankapur and some villages of Hangal; rice 23 to 32 and jowari 38 to 56 lbs. per rupee; public health good.
Kanara ,		Common rice in Karwar and in district average 14 seers per rupee; sowing of second crop in Kumta and Bhatkal; rice plants thriving in Aukola and Honore; sugarcane and garden produce good; smallpox in Kumta, Aukola, Sirsi, Supa and Mundgod; 3 deaths in Sirsi and 4 in Supa; fever in Honore, Bhatkul, Siddapur, Haliyal and Yellapur; cattle disease at Supa; weather at the contraction of the second common superior cattle disease at Supa; weather at the contraction of the second common superior cattle disease at Supa; weather at the contraction of the second common superior cattle disease at Supa; weather
Rajkot	6	fair. Jeneral health good; smallpox among cattle continues in Dedan; bajri 34 and jow.ri 43 lbs. per rupee. Jeneral Remarks.— Rabi harvest commenced in parts of Ahmednagar, Sholapur, Belgaum, and Kaladgi; standing crops slightly injured by mildew in several talukas of Nasik and by frost and small insects in parts of Poona, and cotton and tobacco in parts of Hyderabad, by frost cotton blighted in parts of three talukas of Dharwar and one of Belgaum; scarcity of fodder and drinking water continues in parts of the Southern Mahratta Country districts; cholera in parts of five districts; smallpox and cattle-disease in parts of ten and fever in parts of fourteen districts.
Chittagong	·26 W	Teather rainy; the recent rain has benefited cold weather crops; prices of food-grains stationary; sporadic cases of cholera through-
Dacca .	1:3 P	out the district. rospects of crops good; cutting of sugarcane nearly completed; must and muskalai are being gathered; lands are being
24-Pergunnahs	•11 Pi	rospects of standing crops continue satisfactory and the yield is stimated above the average; harvesting of amun paddy has nearly inished; price of common rice varies from 15 to 16
Moorshedabad	Nil Pr	ospects of rabi crops favourable, but rain is still montal.
Burdwan	" Ou	tturn of amun paddy slightly better than what was
Rungpore	'60 W	eather seasonable; prospects of standing groups continue for
Bhagalpore .	t	onary; public health good.
Purneah	-21 Pr	ospects of rabi crops good and those of indigo very good; rice is elling at 13 seers and 14 chattacks per rupee. ospects of wheat have improved by rain, tcbacco is being harvested, ield good; mustard is being harvested, with fair outturn; plough-
Patna	·19 Th	ng of early paddy continues; common rice is selling at 16 seers per appee; public health fair; rivers are low. The rain has done good to standing crops, but more rain is still anted in many places; poppy crop is promising well; public health good.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
Bengal—contd.	*64	The rain has done good to standing crops, but the blossoms of rakar
Durbhanga		linseed, and poppy have to a certain extent been injured; prices of food-grains have been slightly rising; general health good.
Hazaribagh	Nil	Weather cold; prospects of rabi crops on the whole favourable poppy crop is doing well, lancing has commenced in some places cases of smallpox are still reported from the interior, otherwise
Cuttack		health good. Weather seasonable with north-east winds; dalua is doing well price of rice stationary; sporadic cases of cholera reported, otherwise while health good.
Midnapore	Nil	wise public health good. Weather seasonable; prospects of standing crops are generally good sporadic cases of cholera and a few cases of cattle-disease are still
Khulna · · ·	1.24	reported Weather unsettled; amun paddy is almost stored with good outturn winter crops are promising; prices of food-grains are normal.
Dinagepore	•20	Weather seasonable; prospects of winter crops fair; sugarcane and mustard are being harvested; a few cases of cholera are reported
Pubna (Serajgunge)	Nil	from some parts of the district, otherwise public health good. Weather seasonable; rain is wanted for china and khesari; price
Gya	•02	of rice stationary; public health good. Weather cloudy, nights and mornings cool; prospects of rabi crops continue good, irrigation from wells; rivers are all nearly dry prices of food-grains almost stationary; health of people and cattle
		generally good, though fever and cholera prevail; 772 and 33 persons are on road and relief works respectively in Nowada; poppy plants are well advanced, two-thirds being in capsule, and flower gathering has commenced in some places.
Chumparun	.16	Prospects of rabi and poppy crops favourable; prices of food grains
Shahabad		rising slightly; public health fair. Weather unfavourable to poppy crop; damage from blight is reported probability of expected outturn being greatly reduced.
Mozufferpore		Prospects of poppy crop continue favourable.
Sarun		Weather unfavourable to poppy crop owing to easterly winds and cloudy sky, in 900 bigats the crop has failed from blight, but of the whole the condition of the crop is still good.
Monghyr		Prospects of poppy crop continue good. General Remarks.—Rain fell in many districts benefiting rab crops generally; in some places it has to a certain extent injure rahar, linseed, and poppy; harvesting of amun paddy is nearl finished; cultivation for early paddy has commenced in som
		places; gathering of early rabi crops is going on; prices of foot grains almost stationary; cases of smallpox and cholera are still reported, but on the whole general health is good.
Oudh—Feb. (5th)		
Eenares (Feb. 3rd)	No rain	Weather cold; sugarcane cut and being crushed, outturn average mildew has appeared in places; leaf-making of opium has bee retarded, but no damage done; the blight that had appeared ha not spread; bazars well supplied; prices falling; health of me
Gerakhpur (" 2nd)	30 to 50 throughout	and cattle good. Crops, including poppy, excellent; prices falling slightly.
Fyzabad (" 3rd)	the district.	Prospect of rabi and opium crops good; sugarcane being pressed
Lucknow (" 2nd)	Slight rain on the 27th and 28th January.	public health and condition of cattle good. Weather clear and crops good; rain has been beneficial in removin blight off the wheat and sursan crops; sugarcane is being sown poppy crops healthy; markets well supplied; prices steady; healt
Rai Barelli (" ")	·40 at Sadr. on the	of people good, as well as the condition of cattle. Weather sometimes cloudy; state of crops good; supplies abundant
Partabgarh (,, 3rd)	night of 28th ultimo. 90 to 1.20	prices steady; general health good. Weather still cloudy; injury to poppy and other crops by hail, other
Allahabad (" ")	Rain varying from 10 to 1.2 has fallen in	wise favourable; prices a most stationary; general health good. Crops in splendid condition and prospects good; prices nearly stationary; health good.
Cawnpore (" 2nd)	five tabsils. Rain fell during the week in seven par-	Weather variable; no injury to crops; rabi prospects continue fai and rain, where it has fallen in sufficient quantities, has done much
	ganas, and slight hail in two parganas.	good; more rain is however wanted for unirrigated crops; poppy some villages damaged by caterpillars, but the crops on the who are healthy and vigorous; prices steady; general health good; slig
Banda . (,, 4th)	Hailstorm on night	cattle-disease in two parganas. Serious injury reported in several villages, enquiries being made
Ballia . (,, 2nd)	of 27th Jan. inch rain on the 29th	
Farakhabad (" 3rd)	One smart shower of rain with hail in 3	cattle satisfactory. Damage reported to have been caused to poppy and tobacco; the weather is now comparatively clear.
Sitapur . (,, ,,)	tahsils. 1.0 to 1.5 of rain fell throughout the distriction the 28th and 29th.	Rain has been most beneficial; prospects are very good, if west wind and clear weather prevail.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
NW. P. & Oudh - contd		1
Bareilly . (Feb. 2nd)	Rain on 27th and 28th 1.0, hail here and	No harm done; all crops excellent; opium first-rate.
Kumaon . (,, ,,)	there.	Weather cold : crops doing wars well
Agra . (" 3rd)	Rain in 6 parganas from '10 to '60 during	Weather cold; crops doing very well; prices same as last week general health good; fever in some places; cattle-disease continues Weather cloudy; prospects good; prices falling slightly; health good.
Jhansi . (" ")	week. Slight hail is reported from parganas Jhansi Man and Garottia.	Rabi and poppy crops benefited by the rain and are doing well prices falling; health good.
Meerut . (,, 2nd)	Rain averaging from 1.7 to 40 during week, also slight hail.	No damage, except slight to sarson; clear weather now wanted prospects excellent; supplies sufficient; prices easy; health good. General Remarks.—Rain fell in all districts during the week, doing much good; there was also some hail in places, but little injury was done; prospects continue favourable; supplies are sufficient and prices rule easy; the condition of men and cattle is favourable.
Punjab- (Feb. 4th)		
Delhi Hissar Umballa Jullundur	5.5, with hail '60 '90	Crops not much injured; health fair; prices slightly rising. Health good; rabi crops flourishing; prices nearly stationary. Health good; rabi crops flourishing; prospects favourable; prices stationary.
Amritsar	'80 '80 1 inch '20 at Sadr, '30 at City, '80 at Zira, '20 at	Health and prospects of coming crops good; prices stationary. Health and state of crops good; prices rising. Health and harvest prospects good; prices stationary. Health and state of crops good; prices stationary.
	Mukthar and '60 at Morga.	
Lahore	'10 '50 '63 at Sadr Rain throughout the	Health good; state of crops fair; prices stationary. Health and rabi prospects good; prices almost stationary. Health and crop prospects good; prices slightly falling. Health good; prices stationary.
Dera Ismail Khan	district. -08 -12	Health and prospects good. Health good; prices of wheat and boora falling, of other grains rising. General Remarks—Rain throughout the province; health and crop prospects good; prices almost stationary.
Central Provinces—		prospects good; prices almost stationary.
Nagpur (Feb. 4th)	Nil	Weather cooler; prospects continue good; smallpox and cattle-disease in places; prices of wheat and rice fallen, of jowari risen, other
Jubbulpore	*06	Weather cool; rabi crops thriving; prospects favourable; health
Saugor (Feb. 3rd)	·13	Alternate sunshine and cloud; crops flourishing; health good; prices
Seoni	Nil	Weather clear and cool; prospects good; cattle-disease continues;
Hoshangabad		Weather seasonable; prospects fair; one case of cholers; favor
Khandwa		Weather cloudy occasionally and warm : prospects good : ganged
Raipur	Slight rain on 30th January.	Weather cool; rabi prospects favourable; linseed and peas slightly damaged by cloudy weather; health good; trade dull; rice 25 and
Sambalpur (Jan. 31st) British Burma —	Nil	wheat 38 seers per rupee. Weather cloudy and close; sugar manufacture in progress; health good; common rice 33 seers per rupee. General Remarks.—The weather has become cooler during last 3 days; prospects continue favourable; health generally good; prices steady.
Akyab (Feb. 4th) (Jan. 31st)	Nil	One death from cholera in district, otherwise public health good;
Bassein (" 3)		cattle healthy. Public health and health of cattle good.
Amherst ("")	SOUS DE L'AMBRE DE L'A	Public health good, Public health and health of cattle good; quality of paddy good.
Tavoy (" ")		Public health and health of cattle good; harvest nearly closed; estimated outturn 14,50,000 baskets, of which 8,000 sold.
Pegu (" ")		Four deaths from cholera in one town, otherwise public health good;
Prome (A few cases of smallpox in Henzada town; two deaths from cholera in another town.
*rome (,, ,,)		Cholera prevalent in town of Prome, in district sporadic only; cattle healthy; estimated outturn of paddy 8,042,840 baskets.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
British Burma—contd. Toungoo (Jan. 31st) Thayetmayo(, , ,)	Nil "	Public health good. Smallpox prevalent in town; cattle healthy; harvest completed. General Remarks.—Cholera prevalent in Prome town and in part of Amherst district, sporadic in five other districts; smallpox prevalent in towns of Thayetmayo and Henzada, sporadic in two other districts, otherwise public health good; cattle generally healthy harvest operations nearly over.
Assam— (Feb. 4th) Gauhati .	35 rain during the week ending 3rd instant.	Weather seasonable; occasionally windy; lands being prepared for aus crop; sugarcane being cut; public health good.
Sylhet	29	Public health on the whole fair; slight showers have benefited col weather crops and facilitated ploughing.
Cachar	•22	Weather very cold; reaping of kalai finished, outturn about $\frac{\Lambda}{16}$ les than last year for want of rain; reaping of mustard progresses common rice $17\frac{\Lambda}{16}$ seers per rupee; health good.
Dibrugarh	•20	Weather seasonable; prospects of winter crops good; district healthy.
Mysore and Coorg-		
Bangalore . (Feb. 4th)	, Mil	Crops in Bangalore and Tumkur districts in fair condition, but withering in parts of Kolar; prospects depend upon early rains general prices show a tendency to rise.
Mercara		Harvesting rice crop completed; threshing and coffee-pickin continues; prices of coffee and cardamoms still low, and that c food-grains stationary; health generally good.
Berar & Hyderabad— (Feb. 4th)		The second secon
Amraoti	Na	Weather cool and clear; cotton-picking and jowari-threshing continue; rabi plants progressing favourably; wheat 22 and jowar 26 seers per rupee.
Akola	:	Cotton-picking continues; rabi prospects good. Standing crops prospering; tabi sowings in progress; general healt good; prices stationary, except tura which is 19 seers per ha sicca rupee.
Central India States—		
Indore	Nil -04	Sky slightly cloudy; heat increasing; health good. Total rainfall 32.89 inches; health and prospects good; weather
Sutna	Nil	seasonable. Weather clear and cold; prospects good; smallpox prevalent is Southern Rewa.
Neemuch	Few drops of rain	Opium and other winter crops thriving; health good.
Agar	Nil	Health and prospects good. Health and prospects good.
Sehere	-20	Weather clear; opium and other crops good; health good. Total rainfall 73.07 inches; prospects favourable; weather clear health fair.
Manpur	Nil	Wheat, gram, and opium crops are thriving; weather gettin warmer; health good.
(Feb. 4th)		
Abu (" ")	Nil	Weather cloudy and windy.
Sirohi	*03 on 1st *24 on 30th January	Health and prospects good; weather fine. Weather cloudy; health and prospects good; prices stationary.
Harowti . (Feb. 2nd) Jhallawar . (,, 1st)	'08 at Tonk Nil	Weather changeable and cloudy; health good. Weather has been changeable, but is now seasonable; health at prospects good.
Ajmere . (,, 3rd) Jeypore . (,, ,,) Ulwur . (,, ,,)	Nil Nil '33	Weather cloudy; fever continues; prospects good. Weather gloomy; prices firm; health good. Crop prospects excellent; health good.

T. W. HOLDERNESS, Offg. Secy. to the Goot. of India.



The Gazette of Andia.

Nº 7. } CALCUTTA, SATURDAY, FEBRUARY 14, 1885.

OFFICIAL PAPERS.

A Supplement to the Gazette of India will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known.

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GOVERNMENT OF INDIA. PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.

Telegraph.

ADMINISTRATION REPORT OF THE INDIAN TELEGRAPH DEPARTMENT FOR THE YEAR 1883-84.

No. 22 T., dated Fort William, the 4th February 1885.

RESOLUTION—By the Government of India, Public Works Department.

Read-

Letter from the Director General of Telegraphs in India, No. 538T., of 18th December 1884, and its enclosure—the Aministration Report of the Indian Telegraph Department for the year 1883-84.

RESOLUTION.—During the year 1883-84, the development of the Telegraph Department was very marked. The mileage of telegraph lines was increased from 21,740 to 23,207; the mileage of wires from 62,960 to 68,669; the number of Telegraph Signal Offices from 324 to 347. Under each of these three heads the increase of the year has been greater than that of any of the three previous years. At the same time, great progress was made in giving practical effect to the scheme for combined action between the Postal and Telegraph Departments, as on the 1st December 1883 every Post Office in British India was constituted a Telegraph Receiving Office.

2. The net receipts of the Department have been, during the past four years, as follows:—

3000 01					R
1880-81 1881-82					18,30,167
1882-83			100		6,18,568
1883-84					8,17,797
7000-04					3,80,078

3. The large reduction in the net receipts is due partly to an actual decrease in the message revenue, but mainly to an increase in working charges. The decrease in the net receipts of the Department is not, in itself, a circumstance which the Government of India regards with any dissatisfaction: the result is, to a considerable extent, due to the policy on which lines, known to be unremunerative, have been constructed in the public interests, and to other measures which have increased the general usefulness of the telegraphs of the country, but have tended to a perceptible reduction in the net receipts. The earnings on the new lines just opened may, however, be reasonably expected to increase. The working expenses for the years above mentioned were:—

						R
1000 01						31,71,470
1880-81	775380753	ATTENDED				32,35,644
1881-82					2.20	#1000.0570.770074208120#5004E504E5042040
						. 33,39,442
1882-83			17.00			
1883-84						. 37,44,186

4. The increase in these charges is not quite proportionate to the increase in mileage of lines and wires, but it is very nearly so; it is explained in the Report that there have been, during the year under review, abnormally heavy charges for re-constructing some of the older lines.

5. The gross revenue of the Department for the past four years has been—

1880-81		Caranda San Santa	er ar er	• 13 1 100	sado de	New Wife	45,01,637
1881-82		an ediplo		. x.7962.50.0469	Computer Contr		38,54,212
1×82-83				· 1000 Aug.			41,57,239
1883-84	rees.		Tera Military		55 (E) C S	•	41,24,264

6. The revenue in 1880-81 was to some extent abnormal in consequence chiefly of the operations in Afghanistan; the decrease in the year under review, which would have been greater but for a largely increased revenue under the head "Claims from guarantors," is mainly due to the increased proportion of messages which are sent by the public as "Deferred;" this fact is one which must be regarded with satisfaction, as indicating the popularity of the new system and of the rates for messages which were introduced in January 1882.

7. That portion of the total revenue of the year which is due to the actual transmission of messages compares with that of the previous year as follows:—

1882-83						32,75,608
1883-84	100	30541			1994	32,20,067

giving a net decrease of R55,541. This decrease is entirely due to the reduction in the number and value of State messages.

The falling off in the number and value of these under the head of inland messages was as follows:—

	14.7		Number of messages.	Value.
				R
1882-83			. 253,731	6,09,818
1889-84			. 226,480	4,71,232

This diminution is rather a matter for congratulation than regret; it indicates, perhaps, economy in the Departments of Government, but more probably the quietness and contentment of the country. The number of State messages has never been so low since the year 1878-79. The private inland messages, on the other hand, shew a slight increase. The figures are—

					Number of messages.	Value.
1882-83 1883-84	1				1,189,437 1,236,140	13,86,630 14,15,754

The increases appear to be as below :-

Line mileage .						6.75 per c	ent.
Wire ,, Offices						9.07	,
Private messages						3.92	,
Receipts from private	messa	ges			A Section	2.10	,

- 8. The increasing popularity of "Deferred" messages is apparent both in State and private messages. In the year 1882-83, the percentages of "Deferred" messages of these two classes of the whole number of each despatched were 56.06 and 32.03; in the year under review, these percentages were 57.49 and 39.63, respectively, of the total number of messages sent.
- 9. The steady increase in the foreign traffic is satisfactory; the State messages show a decrease in number, from 5,473 in 1882-83 to 4,918 in 1883-84; and the private messages a small increase, from 350,538 to 357,616. The Indian share of the charges on all foreign messages has increased from R12,79,160 to R13,33,081, and is the largest on record.
- 10. The speed with which messages have been transmitted has been, on the whole, satisfactory; this is particularly the case with regard to messages on the important route between Calcutta and Kurrachee, which carries a large proportion of the foreign traffic; the average speed on this route has been 62 minutes from Calcutta to Kurrachee, and 36 minutes from Kurrachee to Calcutta. These speeds are, with one exception, superior to those which have been obtained on this route during the past five years. On the Madras-Bombay route also, which is, perhaps, even more important as being the main line from the far East, the speed of transmission has been about 40 minutes: this rate excels any during the last five years.
- 11. The voluntary examination of signallers was held, as usual, during the year under review, to test the qualification of the staff for promotion. The Government of India notices with satisfaction the good results obtained, and desires that these results may be given every year in future reports; it is thought that this measure is likely to stimulate industry and exertion among the important body of telegraph signallers; and is, at the same time, one which gives to the Head of the Department good grounds on which he may promote, by selection, the most competent and able men.
- 12. During the year under review a temporary line of telegraph was completed between Burmah and Siam: the line was actually opened and messages were exchanged with Bangkok. It was found impossible, however, owing to the wild and unhealthy nature of the country, to keep the line in working order during the rainy season. Great exertions are being made during the current season to put this line on a permanent footing with every promise of success.
- 13. It is extremely satisfactory to notice that the scheme for combined action between the Postal and Telegraph Departments has worked well during the year, and that great progress has been made. The fact that this is so, shews that both the Departments have cordially co-operated to give the best effect to the wishes of Government. It has already been noticed that on the 1st December 1883, every Post Office in India was made a Receiving office for telegrams; from these offices telegrams are despatched, without extra charge, to the nearest telegraph station. Up to the end of the year under review, 24 telegraph offices, formerly worked by telegraph officials, were transferred to postal agency, and 31 new offices were opened under the charge of postal officials. Great progress has been made in instructing these officials in signalling duties: there is every prospect that a large number of new offices will be opened during the current year under the charge of those men who were being trained for this duty during the last year.
- 14. It would be interesting to know how far the public make use of the Telegraph Receiving Offices for the despatch of messages. The Government

of India desire that some statistics under this head may be given in the next Report.

15. The Telephone Companies have obtained a fair amount of support in the large cities of India. There are exchanges worked by private Companies at Calcutta, Bombay, Madras, Rangoon, and Kurrachee. During the year under review—

at these five towns. The royalty payable by the Companies to Government was reduced during the year from 10 per cent. to 5 per cent. on the gross receipts of the Company.

ORDER.—Ordered that a copy of this Resolution and of the Report be Madras, Bombay, Bengal, North-Western Provinces and Oudh, Punjab, Central Provinces, British Burmah, Assam, Hyderabad, State, and to the Local Governmental India, Rajputana, and Beluchistan.

On the margin, and to the Government of Ceylon and the Commissioner in Sindh.

Also to the Foreign Department for communication to the Resident at Mysore and Coorg.

Also that a copy of this Resolution be forwarded to the Director General of Telegraphs for information and guidance.

Also that a copy of this Resolution and of the Report and Appendices A, B, and F be forwarded to the Home Department of the Government of India for information, and be published in the Gazette of India.

W. S. TREVOR, Colonel, R.E.,

Secretary to the Govt. of India.

ADMINISTRATION REPORT

OF THE

INDIAN TELEGRAPH DEPARTMENT

FOR

1883-84.

1. The year under review is principally remarkable for the steps that have been taken to spread and increase Telegraphic facilities throughout the country. The arrangements entered into during the latter half of 1883 with the Postal Department, under which every Post Office now accepts telegrams from the public for transmission to the nearest Telegraph Office, and the combination of the Telegraph with the Post Office at many small places where the traffic is not sufficient to support a separate Telegraph Office, have already enabled the Telegraph Department to extend its operations and the benefits of telegraph communication to numerous small trade centres which have previously depended on the post alone.

The scheme was still only in its inception at the close of the year, but the results already obtained go to show that the increased facilities are fully appreciated.

Telephonic enterprise, both by the Department and by private companies, has developed in a fairly satisfactory manner, but it cannot be expected that the use of the Telephone will be appreciated as rapidly in India as in Europe and America. The operations of the Department generally show satisfactory progress, although the net financial results of the year have been affected by abnormally heavy charges for re-constructing some of the older lines.

- 2. The total working expenses amounted to \$\,\text{R}_{37,16,330}\$, and the earnings to \$\,\text{R}_{40,91,417}\$, showing a surplus of \$\,\text{R}_{3,75,087}\$.
- 3. The number of paid messages of all kinds tendered at Government offices was 1,828,514, against 1,799,179 during the previous year; but in order that the figures may be comparable, the number for 1882-83 is subject to a deduction of 81,688, being the number of paid messages transferred to the Government lines from licensed systems during the first nine months of 1882-83 under the rules then in force. Under the recent orders of Government, by which each administration retains its own collections on inland paid messages, all such messages transferred to other systems now only appear as paid messages in the accounts of the original administration and are carried free beyond its limits.

The real increase in the number of paid messages during 1883-84 over 1882-83 is therefore 111,023, or 6'4 per cent.

It is satisfactory to record that this increase on all messages is entirely under the head of private messages, and the total increase would have been still greater, but for a considerable decrease in the number of State mes-

4. The net value of paid messages was R32,20,068. The increased value of private messages was R93,412, or 3.56 per cent. The decreased value of State messages was R1,48,952, leaving a net decrease on both private and State messages of R55,540. In instituting a comparison between the two years, it is also necessary to allow for the change of account-keeping in dealing with licensed systems referred to above.

This system was in force during three months only in 1882-83 and throughout 1883-84. It is estimated that the loss to the Department and the consequent gain to the licensed systems due to its introduction amounted to R15,087 during the latter three months of 1882-83, and R1,01,428 for the year 1883-84. Had it not been for this change of system, the receipts of 1883-84 would, in spite of the great reduction in value of State messages, have shown an increase of R30,801.

- 5. The reduction in the number and value of State messages is due to the following causes :-
 - (1) Greater brevity in the composition of messages both inland and foreign;
 - (2) The increased use of the cheaper deferred messages;
 - (3) The absence of any political excitement or military operations of any importance.

The despatch of a force to Egypt in 1882-83 abnormally swelled the cost of messages sent during that year, and accounts for a large proportion of the difference between the two years' figures. The average cost of an inland State message of all classes fell from R2'45 to R2'07 in the two years, and of Foreign messages-the Indian share only-from R8.7 to R7.5. The latter reduction is due to the adoption of an abbreviated Code recently prepared by this department, the use of which has led to a very perceptible economy in the costly foreign correspondence of the Government. A second edition of this book is now in the Press. It is therefore a matter for congratulation that the comparatively small loss suffered by the Telegraph Department is only an indication of the peaceful state of the country and of economies effected in other branches of the administration.

6. The Inland Tariff, with the exception of Local messages, continues to work well. Urgent private messages have not perceptibly increased: they constitute about 61 per cent. of the traffic. Ordinary messages have declined 72 per cent. or from 60'90 to 53'30 per cent., while Deferred private messages have gone up from 32.06 to 39.63. There has been a perceptible increase in this class since the change introduced on the 1st September 1883, under which delivery is effected on the arrival of the message instead of its being invariably detained till the following morning.

Local messages are not a success, a consequence of the extension of Telephonic communication. Only 11,177 valued at R4,694 were sent during the year, and it seems probable that their abolition would cause no public inconvenience.

Press messages have not exhibited any tendency to increase, their value for the past three years being practically stationary.

7. The miles of line and wire including cables increased respectively from 21,324 and 61,314 to 23,437 and 68,829. Of the latter, 24,519 miles of wire were maintained for the use of Railways, 104 miles of wire for Native States, and 857 miles of wire for Public and Private Lines.

During the year, 2,825 miles of new wire were put up for Railway use, and 405 miles of line and 612 miles of wire for connecting new branch Offices with the main system.

- 8. The number of Departmental Offices open at the close of the year, inclusive of 55* combined Fost and Telegraph Offices, was 349 against 314 in 1882-83, and arrangements were nearly matured for opening a large additional number of the latter.
- 9. The Department also supplied with instruments, &c., and technically supervised and maintained 1,004 offices used by Railways, 195 by Public Departments, and 125 by private individuals and firms.
- 10. The total number of Telegraph Offices, including those belonging to licensed systems open throughout the Empire to the public for the receipt and despatch of messages at the close of the year, was 1,731.
- 11. In addition to the above, all Post Offices in the country, about 6,000 in number, were from the 1st December 1883 constituted "Receiving" offices for paid telegrams for despatch to the nearest Telegraph Office for onward transmission.
- 12. A general idea of the progress of the service will be obtained from the diagrams A and B annexed to this report.

			R
The average cost per message was	•		2.02
And the average receipts			2.25

The actual sums collected for each class of telegrams were as follows:—

	~					**
Inland	State	•		•	•	4,71,233
	· Private	•	•	•	•	14,15,754
Foreign (Indian share)	State			•	•	37,124
	· Private				•	12,95,957

REVENUE AND EXPENDITURE.

13. The total net capital expenditure of the Department during the year amounted to R24,51,539 made up as follows:—

Lines and Buildings							18,29,832
Tools and Plant .							1,72,892
			dings				9,880
Workshop and Press		3 Mac		and	Plant	6 (P + 19 ()	6,041
		(Mat	erials				52,357
Store-houses							1,14,615
Stores							1,16,146
Charge for exchange or	pay	ments	in En	gland	d .		1,66,790
Deduct Suspense Head	s.					•	17,014
							24,51,539

14. The following is an abstract Revenue Account for the year:-

Receipts.		EXPENDITURE.			
Receipts. Message Revenue Receipts from State Railways for interest, &c. Receipts from Guaranteed Railways Claims for Guaranteed and rented lines Sales of books, &c. Miscellaneous, including Royalties from Telephone Companies	1,50,730	Repairs to lines Direction Accounts Superintendence . Line maintenance . Check Office Signalling Minor undertakings . Non-departmental Offices Telegraph Stamps .		R 5,09,261 1,59,480 45,660 6,88,476 2,00,550 46,319 19,29,512 12,077 99,253 3,982	
News-free and other pro formal Revenue	22,195	Other items Surplus		3,75,087	
TOTAL .	40,91,417	TOTAL		40,91,417	

- 15. The total receipts under Revenue for 1883-84 exceed those for 1882-83 by R72,791. This is attributable to increased receipts on account of Guarantees and Rents.
- 16. The pro forma message revenue is slightly less than that of 1882-83, owing to fewer news-free messages having been despatched during 1883-84.

TRAFFIC.

17. The following summary shows the percentage of the number and value of messages disposed of during the year, under the main heads of Inland and Foreign: full details of the actual figures for each division, together with a corresponding return for the previous year, will be found in Appendix B:—

	Inla	ND.	Fore	IGN.	TOTAL.			
CLASS.	No.	Value.	, No.	Value.	No.	Value.		
State	. 12.43 14.64		0.52	1715	12.72	15.79		
Private	67.71	43.36	19.59	40.25	87.30	84.21		
TOTAL .	80.14	58.60	19.86	41.40	100,00	100.00		

18. In Appendix B is also given the increase or decrease for 1883-84 in each division of the Department, as compared with the result of the preceding year, the figures for the entire system being as follows:—

CLASS OF MESSAGES. State Private		ACTUAL.																
		INCREASE.								DECREASE.								
	Inland, Foreign.				Net,		Inland,			Foreign.			Net.					
	No.	Amoun	nt. No.	No. Amount,		No.	Amount,		No.	Amount,		No.	Amount.		No.	Amount.		
	46,703	R	6 7,07	R 54,288] a.		# 93,412	4.	25,891	# 1,38,585 	g. 11	555	R 10,366	14	27,446	# 1,48,952	9 0	
	-		11	Net		26,335		T		'			Net		1	55,540	T.	

^{*} This is less by R8,698 than the Check Office account (see Appendix B) owing to that amount, being the collections creditable to Provincial lines for the years 1882-83 and 1883-84, having been deducted.

It will be observed that a satisfactory increase is exhibited in private traffic both Inland and Foreign, while State messages exhibit a considerable decline in number and value, the decrease under Inland and Foreign being proportionately almost identical. This falling off in the revenue derived from messages on the public service is due to the figures for the preceding year having been abnormally raised both as regards internal and external correspondence in connection with the despatch of troops from India to Egypt.

19. The actual increase and decrease under the different heads are reproduced below in the form of percentages of each respectively:—

						PERCE	NTAGE					
CLASS OF			In.	CREASE.			1		DB	CREASE.	- 1	
Messages.	- Iı	nland.	Fe	oreign.	1	Net.	li	aland,	1	oreign.		Net,
	No.	Amount,	No.	Amount.	No.	Amount,	No.	Amount.	No.	Amount.	-	Amount
State							10.20	22'72	10'14	21.82	10.28	22.60
rrivate	3'92	2'10	2.01	5'21	3'49	3.26	***					
		1.0	1	Net .	1.46					Net .		1.60

Here it will be observed that, although the private Inland messages have increased 3'92 per cent. in number, the receipts for the same have only increased 2'1 per cent. This is due to a more extended use of the deferred system. The relatively greater fall in the value than in the number of State Inland messages is traceable to the same cause.

20. The total number and value of paid messages, as compared with last year, is given below:—

	YEAR.		St	ATE.	PR	IVATE.	Т	OTAL.
			No.	Value,	No.	Value.	No.	Value,
1882-83			259,204	6,57,309 11	1,539,975	£ 4. 26,18,298 9		
883-84			231,758	5,08,357 2		27,11,711 2	1,799,179	32,75,608

Inland Traffic.

21. The number and value, actual and proportionate, of Inland messages under the sub-heads of Urgent, Ordinary, Deferred, and Local, for the whole year under review were as follows:—

YEAR.	CLASS.	U	RGENT.	ORD	INARY.	DEF	ERRED.	Le	CAL.	To	OTAL.	
	CLASS.	No.	Value.	No.	Value.	No.	Value.	No.	Value,	No.	Value.	Average cost pe message
			R		R		R		R		R	R
	State .	60,277	2,47,462	32,852	36,243	130,403	1,85,671	3,300	1,898	226,840	4,71,274	
883-84	Private .	76,679	2,08,327.	653,501	8,28,505	485,874	3,43,525	7,868	2,796	1,225,922	13,83,214	3,03
	Press .	750	8,724	5,098	18,553	4,370	10,014		•••	10,218	37,291	3.02
	TOTAL.	130,706	4,64,513	691,451	8,83,361	620,645	5,39,210	11,177	4,694	1,462,980	18,91,779	6.84
(State .	26.20	53'51	14'46	7'69	57'49	39'40	1'46	0'40	100'00	100,00	
of Traffic	Private .	6'42	15'07	53'30	59.89	39.63	24'84	.65	*20	100.00	100,00	**
- Alame	Press .	7'34	33,39	49'90	49'76	42.76	26.85			100,00	100,00	
	TOTAL .	9'54	24'55	47'33	46'70	42'42	28'50	*77	*25	100,00	100'00	

			Si	tate.	1881-82.	1882-83.	1883-84.
Local . Deferred Ordinary Urgent			•	•	(3 months.) 0.65 62.70 7.12 29.53 100.00	1.04 56.06 11.10 31.80	1.46 57.49 14.46 26.59
		•	Pı	rivat	te.	314 - 1 314 - 1 314 - 1	
					0.43	0.64	0.65
Local					22.03	32.06	39.63
Deferred					72.64	60.90	53'30
Ordinary Urgent					4.90	6:40	6.42
			_		100.00	100,00	100.00
			1	Pres.	s.	E loggid Signal Fran	
Local			•)		42.76
Deferred					Details no	t available	49.90
Ordinary		23340			1 Decument		7.34
Urgent					J		1 34
Organi							100.00

^{23.} No change was made in the rates for Inland Telegrams during 1883-84.

24. The growth of Inland traffic since the year 1872-73 is shewn in the following statement. It will be seen that State messages vary from year according to the greater or less amount of correspondence in respect of political or military operations; and that private messages have more than doubled in number during the same period, and that, notwithstanding the reductions in tariff, the value of private messages has increased nearly 50 per cent.:-

	1	25	S	STATE.		13			•	PRIVATE.					TOTAL PAID MESSAGES,	AID MES	SAGES.		
Year.	1			Perc OF 7 COM WITH OUS	Percentage Of number COMPARED WITH PREVI- OUS YEAR.	PERCE OF COMITH WITH OUS	DERCENTAGE OF Talue COMPARED WITH PREVI- OUS YEAR.			PERCEN number ED WITH OUS	PERCENTAGE OF Number COMPAR- ED WITH PREVI- OUS YEAR,	PERCENTAGE OF talne COMPARED WITH PREVIOUS YEAR.	AGE OF PARED IVIOUS		100	PERCENTAGE OF number COMPARED WITH PREVIOUS YEAR.	AGE OF OMPAR- I PRE-	PERCENTAGE OF value COMPARED WITH PREVIOUS YEAS.	AGE OF
		Number.	Value.	Increase.	Decrease.	Increase.	Decrease,	Mumber.	Value.	Increase.	Decrease,	lacrease.	Decrease,	Vumber.	/alue.	ncrease.)ecrease.	'esse'	ecrease.
			OE.						as					ı		1	1	11	a
1872-73		57,448	1,91,213	62.6	.1	•	3.47	548,846	9,96,150	4.93	1	96.1		606,204	11,87,363	235		202	
1873-74		62:339	2,13,093	13.73	:	#.11	1	592,243	10,18,210	7.90	:	2.21	ı	657.582	12,31,303	8.45		4 6	:
1874-75	•	77,226	2,57,315	61.81	i	20.75		658,522	10,73,835	11.19	1	2.46		735,748	13,31,150	11.80		0.0	i
1873-76	•	89,111	2,73,183	15.38		91.9	1	707,136	11,17,213	7.38		4.03		206.247	13.00.206	8.33	ı	9	:
		600,666	3,21,472	01.11	:	17.68	:	874,348	13.61.173	22.64		21.8.			ok On Kin	?		4 40	:
. 877-78		123,834	4,48,206	25.08	e i	39.42		1,046,120	15.85.801	F9.01		19.91		1.00.91	5001000	22.25	1	21.02	:
61-8781		209,544	7,44,177	69'21	(3 .) Ē	66.03	•	694,307	14,34,207		7.83		0	1172 851	1604550	02.02	i	50.20	1
1879-80		290,622	11,86,635	38.69	ij	59.45	1	1,037,330	15,32,853	757		6.87	3 - 1	1.227.052	+/+6///	35	1	01.7	
1880-81	•	314,370	12,98,222	8.64	anj:	6.26	1	1,044,107	14,08,582	4.82			1.64	1.358.477	00 40 LC	5.51	i	to to	:
. 28-1881 1		245,836	6,98,480	ı	29.12	:	91.94	1,035,137	13.16,851	0.23		. :	2.30	1.280.072	too 100 100	600	: 98.	3	: }
1882-83		253,731	6,09,818	3.51	i	1	12.69	1,189,437	13,86,630	14.60		5.30	, :	1,443,168	10.06.448	13.66	3		2507
1883-84	•	226,840	4,71,232		09.01		22.73	1,236,140	14.16.754	2,03		0.10		080 691	0 00 00				3 9

Foreign Tariffs, &c.

25. During the year 1883-84, the following were the principal events affecting the international system of telegraphs.

During May, 1883, a third cable was laid by the Eastern Telegraph Company between Suez and Aden, and the land lines of the Egyptian Government between Berber and Souakim having been interrupted since 2nd September 1883, in order to facilitate communications with Souakim in January 1884, the Company cut one of its three cables between Aden and Suez, and landed the ends at Souakim, at which place it has established a station.

The system of land lines in China has been extended during the year, and the following additional offices have been opened for international corre-

spondence :-

Ningpo. Kinning.
Lanchee. Fattschan.
Puching. Azouchow.

The Eastern Extension Telegraph Company divided its cable between Hong-kong and Shanghai into two sections, and opened in June 1883 an intermediate office at Foochow.

In July, 1883, a second cable laid by the Great Northern Company between Vladivostock in Asiatic Russia, and Nagasaki in Japan, was opened for traffic, and in the same month the Kingdom of Siam was connected through Cochin China with the system of international lines, and offices opened for foreign messages at Bankok and Batambang. This was followed in March 1884 by the opening of telegraphic communication between India and Siam, viá Tavoy, but the difficulty in maintaining communication almost immediately necessitated the closing of the line until it can be rendered more secure during next working season.

Tonquin has also during the year been brought into connection with the international system by means of a cable laid by the French Government in February 1884, from Cape St. James in Cochin China to Haiphang in Tonquin.

The cable of the Eastern Extension Company between Madras and Penang was interrupted from 6th June to 9th July, 15th to 24th November 1883, and 15th to 24th February 1884, during which periods the alternative route from Penang, vid Elephant Point, Rangoon, Akyab, and Calcutta, had to be availed of.

Other interruptions during the year of important cables more or less affect-

ing India have been-

Cable between Zanzibar and Mozambique, interrupted 6th March 1883 to

24th April, 25th June to 11th July.

Cable between Hongkong and Amoy, interrupted 7th to 16th August 1883. Cable between Shanghai and Foochow, interrupted 7th to 21st August, 22nd August to 4th September, and 9th and 10th November 1883.

Cable between Shanghai to Nagasaki, interrupted 6th to 8th September, and 14th to 17th September 1883.

Cable between Amoy and Shanghai, interrupted 3rd to 19th September 1883.

Cable in the Persian Gulf, interrupted from 8th to 20th November 1883.

Foreign Traffic.

26. The steady increase, both in number and value, of Foreign message

from year to year since 1873-74, is shewn below. Notwithstanding the decrease in State messages, the gross totals show an increase for the year under review:—

YEAR.	PERCENTAGE COMPARED YES	OF INCREASE WITH OTHE
- 1 L	No.	Value.
1873-74 .	12.72	7'33
1874-75 .	15.75	6.24
1875-76 .	8.87	8.31
1876-77 .	22.44	5'34
1877-78 .	38.14	27.28
1878-79 .	5.58	0.42
1879-80 .	18.56	16.82
1880-81 .	29.52	17'47
1881-82 .	12.14	1.62
1882-83 .	7.10	6:98
1883-84 .	1.83	4'21

27. Appendix C shows the percentage of the number of messages between India and places to the westward by each route since 1871-72. The comparative results for the last four years are as follows:—

	Routes.			1880-81.	1881-82.	1882-83.	1883-84.
Viá Suez .				74'44	66.91	50.79	56.88
" Teheran	· Y ·		•	23.22	31.62	47'20	41'44
" Turkey		•		2.04	1.47	2.01	1.68
		To	TAL	100.00	100.00	100.00	100.00

The increase vid Suez, and corresponding decrease vid Teheran, as compared with 1882-83, are due to the fact that the former route was interrupted for about 2½ months of the latter year.

28. Particulars of Foreign traffic, corresponding to those for Inland traffic as given in paragraph 24, are detailed in the following abstract. As has already

		ST.	STATE.				i je	PR	PRIVATE.			1			-	-		
		срвіКе-	PERCENTAGE OF number COMPARED WITH PRE-		PERCENTAGE OF value COMPARED WITH PRE-	rage Tage RED RE- RAR.		d charge.	PERCENTAGE OF number COMPAR- ED WITH PRE- VIOUS YEAR.		Percentage of value compared with previous year.	PARED VIOUS		of charge.	Percentage of number compar- ed with pre- vious year.	-	PERCENTAGE OF value COMPARED WITH PREVIOUS YEAR.	PAR
YEAR.	fumber.	lo stade asiba	increase.	1 3 10 10	Increase.	Decrease.	Number.	o stada naibal	Increase.	Decresse.	Increase.	Decrease.	Mumber.	onede neibri	Increase.	Decrease.	Increase.	Decrease.
	4	er er						æ		WATER				æ				
		901 61		22.46		48-80	76,883	5,03,919	i	6,0	19.91	i	78,094	5,16,115	1	1.65	13.55	:
1872-73 ·	181			99.0		7.75	86,683	5,40,877	12.72		7.33	1	988'88	5,52,128	12.24		16.9	1
1873-74 · ·	1,203	1113	: :0			20.1	100,338	5.74,675	15.75	ı	6.54	i	101,643	5,85,728	12.65	1	60.9	1
1874-75 · ·	1,305		140		0	2	100.247	6.21.876	8-87	3	8.21	1	111,122	6,38,952	9.35	1	60,6	
92-5281	. 1,875		43.07		24 46			Vec 074	22.44	1	5.34	:	135,685	6,83,941	22.10	1	7.05	:
12-9/81	1.914	14 28,867	2.08	:	00.60	i	1339117	+100000	28.54		27.28		187,060	8,69,605	37-86	i	27'14	
877-78	2,259	59 35,827	18.03	1	24.11	:	184,801	6,33,770	1		000		107.870	8.80.013	5.78		1.03	1
	3,307	07. 43.568	21.60	1	46.39		194,563	8,37,345	0.42	:	040		1000	1000001	18:56		16.82	181
. 820-80	9.272	72 49,232	4	1.05	13.00	1	231,287	608'62'6	18.87	:	10.21	ı	234,339	thornat a			17.71	
			24.42		22.65	i	293,419	11,22,629	29.45	1	17.30	1	297,753	11,82,430	29.52	:	7.	
18-0881	40004			1/		32.23	328,132	11,55,432	12'33	!	3.44	1	332,402	699,56,11	12.14	1	1.02	•
1881-82	4,270		0	3	18.02	}	350,538	12,31,669	6.82	i	6.20	1	326,011	12,79,160	7.10	1	96.9	
1882-83	·	5,473 47,491		10.15	ı	21.82	357,616	12,95,957	2.01	1	521	1	362,563	13,33,081	1.83	1	4.51	

- 29. Diagrams A and B give the number and value respectively of Inland and Foreign paid messages, from year to year, as far back as the record is available.
- 30. Appendix D is a classified abstract of Signal Offices, arranged in order proportionate to the amount of traffic originating at each, for the past ten years.
- 31. Appendix E shows the number of Signal Offices in each Division open at the end of 1882-83. The following stations were opened and closed during the year :-

Opened.		Date.	Closed.	Date.
Jalapahar		4th April 1883.	Hoshungabahad	and April 1883.
Bhopal		12th ,,	Piphima	7.410
Kotagiri		13th "	Prince's Dock (Bombay).	\$2.50 P. C. Branco St. 1988 St. 1987 St
Nazira		oth May 1883.	Rupar .	23rd "
Bogra		20th	Kach .	26th ,,
Chittoor	23864	1st June 1883.	Danaurie	1st June 1883.
Malapuram		14th "	Possessidence (D	16th "
Thal Chotiali	22/19/24	18th July 1883.	Poozoondoung (Rangoon)	2nd July 1883.
Ellore		aced August 200	Dinewoonquin (Moulmein)	3rd "
Saharunpore .			Moopoon (do.)	3rd "
Gadarwara		31st "	Gulistan Karez	22nd August 1883.
Pisheen		20th September 1883.	Kushdil	22nd
Sutna		28th "	Chetput (Madras)	3rd December 1883.
		29th October 1883.	Adyar (,,)	10th
Rewah		3rd November 1882.	St. Thome(,,)	Toth "
Nichuguard		1st December 1883.	Pegu	27th February 1884
Sasseram		7th	Charles and the control of the contr	-7. 1 cordary 1004.
Mylapore (Madras)		10th "		
Verarajendrapet .	a garage	23rd January 1884.	Programme State of the second	And a second
Nagpur City .		14th February 1884.	不适用证据信息,但是它会会是,	
Cuddapah		The Control of the Co		
Myitta		tath		
Ponsekai		20th	Land to see the land of the land of the land of the	
Ammatti		77.06	PROPERTY OF THE PROPERTY OF TH	
Ranikhet (Cantonment)		and "		
l'irupati	Product And			
Meerut City		26th		
Budaun	of all control	3rd March 1884.	The second of the second of the second of	
Shalkia (Calcutta).	•	10th "		
		10th "		
Auzaffarnagar .		11th "		
oonamallee .		11th "	SERVICE SECTION OF THE SECTION OF TH	
alitana		15th "		
alem , ,		15th ,,		
Vanpura (Surat) .		17th	AL ROSE PARTICIPATION OF THE VIEW OF	
aifganj		north "		
Bassein (Bombay).		ATAL	The second secon	
lagore		gret		
andere (Surat) .		A TOP THE PROPERTY OF THE PROPERTY OF	AND THE PROPERTY OF THE PROPERTY OF	
aira				
ranquebar				
adagara	Land of the	24th ,,	Augusta at an area to the late of the late	
nhá man a ma	1400000	25th	La Paragraphical Company of the Company	
rcot .		25th n		
Valajanagar		25th	Later Colon and San as the second	
issar .	1000	25th ,,		
himme!		29th ,,		
hiwani		30th ,,		
ontak		30th "		
mya	010860.003	aret	A STANDARD CO. STANDARD CO.	details result to
aripur		OTes		
lultan City		aret "		
Variur (Trichinopoly) .		aret		
· · · · · · · · · · · · · · · · · · ·	THE STREET	31st "		

Number of permanent offices open on 31st March 1 Deduct—Number of offices closed during 1883-84 Add—Number of offices opened during 1883-84	883			· 314 15 50 } 35	
Number of permanent offices open on 31st March 1	384			210	

32. The following Departmental Signal Offices were worked by non-departmental agency at the close of the year :-

Worked by Post Masters (55 offices).

Agra City, Belanganj.	Bassein (Bombay).	Dehra Dun.
Allahabad City.	Bhiwani.	Dinagepore.
Ammatti.	Budaun.	False Point.
Arcot.	Chiplun.	Haripur.
Badagara.	Cuddapah.	Hazaribagh.

Worked by Post Masters (55 offices) - continued.

Hoti Mardan. Kaira. Kalka. Kotagiri. Kurnool. Mahé. Matheran. Meerut City. Multan City. Muzaffarnagar. Mylapore (Madras). Nagore.

Nagpur City.

Nanpura (Surat). Nasik. Nichuguard. Pachmarhi. Palitana. Poonamallee. Purneah. Rajapur. Rajkot. Randere (Surat). Ratnagiri. Rewah. Rohtak. Saidapett (Madras). Salem. Shalkia (Calcutta). St. Thomas' Mount (Madras). Sutna. Tirupati. Tranquebar. Triplicane (Madras). Vepery (,,) Verarajendrapett (,,) Vizianagram. Walajanagar. Wariur (Trichinopoly).

At the following stations postal work was done by Telegraph Masters in addition to their duties :-

Myanoung. Meesa. Kaliabar.

Dhunsiri Mukh. Dimapore. Kelat.

Diamond Island.

Worked by Clerks in Deputy Commissioners' or Magistrates' offices (5 offices).

Bolaram.

Ngathinggyoung.

Dhulia.

Seoni.

Thaton.

Worked by Light-house-keeper (1 office). False Point Light-house.

Worked by Military Signallers (41 offices).

Ahmedabad Camp. Allahabad Cantonment. Fort. Almorah. Attock. Bellary Cantonment. Bukloh. Chakrata. Colaba, Bombay. Dagshai. Dalhousie. Dharamsala. Dilkusha. Dinapur.

Dum-Dum Cantonment. Fort St. George, Madras. Fort William, Calcutta. Gandakinduff. Gwalior. Jalapahar, Darjeeling. Jullunder. Jumrood. Jutogh. Kach. Kamptee. Kirkee. Kurrachee Cantonment.

Mian Mir. Moradabad. Naini Tal Cantonment. Naushara. Pisheen. Ranikhet. Saugor. Sharigh. Sitapur. Solon. Subathu. Thal Chotiali.

Malapuram.

Abstract.

Mach.

"	" Light-h " Soldiers					•		•	41
Total w	orked by n	on-Depart	mental	Agen	су				102
1)	" " D	epartmen	tal Agen	су					247

Complaints.

33. Appendix F contains details of all complaints received from the public during the year, those chargeable to this Department being separately shown from those in which other administrations were in fault.

Out of a gross number of 802 complaints made, 535 were admitted, and 267 proved groundless. The gross number of complaints received, including those rejected, was 0.40 per 1,000 messages, as against 0.32 during the preceding year. As explained in previous reports, an enhanced number of complaints by no means necessarily indicates diminished efficiency in the service. It is more probably traceable to the fact that the public and especially native senders find their complaints so promptly dealt with that they yearly become more and more exacting.

34. Of messages jointly transmitted by the lines of this Department and of other telegraph administrations, the complaints, an investigation of which showed this department not to be in fault, were 446 in number, of which 214 were admitted and 137 rejected, while the remaining 95 were either still under investigation at the close of the year, or barred from further enquiry by the International rules.

Speed of Transmission.

35. The average time occupied in the disposal of traffic on the principal routes for the past five years has been as under: on the Rangoon-Calcutta route the average speed of transmission has been lowered by the heavy traffic diverted to this line during the interruptions which occurred on the Madras-Penang cable. On all the other lines an improvement is shown:—

	1879-80. 1880-81. 1881-82.		81-82.	1882-83.		1883-84.				
•	H.	M.	н.	м.	Н.	M.	н.	м.	н	M.
Calcutta to Kurrachee	1	10	1	22	0	55	1	24	I	
Kurrachee to Calcutta	0	45	0	59	0	41	ī	3	0	36
Calcutta to Bombay .	I	13	1	6	1	I	I	21	I	6
Bombay to Calcutta .	I	4	1	1	1	3	1	0	1	10
Calcutta to Madras .	1	27	1	14	1	9	1	16	I	
Madras to Calcutta .	1	27	1	15	- 1	13	1	18	1	1
Madras to Bombay .	0	48	0	49	0	45	1	0	0	40
Bombay to Madras .	0	40	0	45	0	44	1	0	0	40 38
Bombay to Kurrachee	0	43	0	53	0	45	1	6	0	35
Currachee to Bombay	0	37	0	48	0	40	0	51	0	30
Rangoon to Calcutta .	3	15	2	9	I	23	1	27	2	50

News-free Messages.

36. The number of news-free messages, such as Mail Steamer reports, as compared with the corresponding figures for the preceding year, have been as follows:—

					No.
1882-83					895
1883-84	entropy many	A COL			784

Traffic with Licensed Telegraphs.

37. Since the 1st January 1883, the adjustment of the shares of this Department and of Licensed Telegraphs, in respect of messages exchanged between the two systems, has been discontinued, and each administration now retains its own collections. The number of messages transferred between

the Government and Licensed systems for the last two years has been as follows:-

1882-83 . . .

The figures given in Appendix G show that the traffic exchanged with Railway Telegraphs has increased seven-fold since 1873-74.

Press Messages.

38. Details of the number and value of the Press messages sent during each month of the year will be found in Appendix H. This class of traffic has not, so far, shown any signs of development. The tendency to decreased value per message appears to be due to the enhanced use of the deferred system :-

- T1				No.	Value.
1881-82				7,941	40,975
		11 5 5 4 10		10,832	40,553
1882-83	Line of All Lines			10,750	39,593
1883-84 .					

Undelivered Messages.

39. The number of messages which could not be delivered to the addressees and the causes which prevented delivery, together with the corresponding figures for last year, are given below. Although the number of cases in which delivery could not be effected is higher, the percentage of non-delivery is rather lower, and in almost all the cases the cause was beyond the control of this Department.

Control of the Assessment of the Control of the Parish	**18	882-83.	1883-84.		
CAUSE OF NON-DELIVERY.	No.	Percentage.	No.	Percentage	
1. Not found; address insufficient 2. Not found at address given 3. Address changed in transmission 4. Left station; new address not known 5. Left India 6. Left for original station 7. Returned by Dead Letter Office 8. Addressee, or address given unknown 9. Refused 10. Other reasons	1,737 64 400 135 1,123 1,011 133 142	*071 *084 *003 *019 *006 *054 *048 *006 *007 *014	1,557 2,235 54 417 129 1,177 1,342 222 122 283	'072 '104 '002 '020 '006 '058 '062 '010 '002	
TOTAL .	6,520	0.315	7,538	0.320	

Interruptions to Traffic caused by Faults on Lines.

40. The faults on Departmental lines which caused any material delay to message traffic numbered 232, aggregated 2,036 hours, and the average duration of each was 8.7 hours.

A special reference to the causes of such faults to which Indian Lines are peculiarly liable, and a statement of the interruptions on lines due to extraordinary causes during the year under review will be found further on under the head of "Lines."

Signalling Establishment.

41. At the close of the year there were 1,134 Departmental Telegraph Masters and signallers and 169 Military signallers on the strength of the establishment: in addition 5 clerks in civil offices, 55 postal clerks and 1 Light-house keeper were employed in conducting Telegraph duties at the stations indicated in paragraph 32. The number of soldiers trained in telegraphy during the year was 90, and 99 more were under instruction at the close of the year.

Pensioned		. 2 . 5 . 12 . 8 . 12 . 2	42. The number of casualties among the Departmental signalling staff during the year has been 41, a percentage of 3.61, due to the causes marginally noted.
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Voluntary Examination of Signallers.

43. A general examination was held during the months of October and November 1883, for testing the qualifications of candidates for promotion. The following were the subjects of examination:—

I. Handwriting and Signalling . II. Knowledge of Instruments and Connections		•		300
III Knowledge of Traffic and Connections				200
III. Knowledge of Traffic and Tariff Rules . IV. Education, vis.:—		•		,150
Electricity and Magnetism, Arithmetic an Algebra and Trigonometry, Geography.	d Logo	arithn	rs, }	200

In addition to the above, 100 marks were awarded as a maximum for conduct, and 50 marks for special service.

The maximum marks obtainable aggregated 1,000, from which deductions were made on account of registered punishments. It was a primary condition that a candidate should attain the standard departmental rate in signalling of 20 words net per minute before he could be examined in the other subjects, and 277 out of about 500 candidates qualified for further examination in accordance with the above rule. Of these 277,20 signallers who were in the "Good" were promoted to the "Superior" grade to fill existing vacancies, and 17 in the "Average" who qualified for the "Superior" were forthwith promoted to the "Good" grade, and declared to be eligible for promotion to the "Superior" as vacancies might occur; 107 Telegraph Masters and signallers in the "Average" grade were promoted to the "Good" grade, and 45 succeeded in gaining sufficient marks to qualify for the "Good" grade and were declared eligible for promotion to that grade on vacancies occurring.

There were therefore-

20 actual promotions to the Superior grade.

124 actual promotions to the Good grade.

Of these, 17 in the "Good" grade are eligible for promotion to the "Superior," and 45 in the "Average" grade are eligible for the "Good" grade.

The answers were, as a rule, fair, and showed the attainments of the signalling staff to be satisfactory.

EXTENSIONS OF LINES AND WIRES AND LINE MAINTENANCE.

44. In Appendix I will be found a classified Return of the mileage of lines and wires maintained by the Telegraph Department on the 31st March 1884.

45. The following are the total mileages of line, wire, and cable contrasted with those existing on the same date in 1883:—

1882-83 1883-84			•		Line. 21,924 23,341	Wire. 63,182 68,694	Cable. 130 135
Difference a	dded di	uring	1883-8	4 •	1,417	5,512	5
1							01

This difference is distributed Added during 1883-84— For Railway use For New Branch offices For Departmental use	•	Line. . 731 . 405 . 281	. Wire, 2,825 612 2,075	Cable. 2 3
Total additions		. 1,417	5,512	5

46. The following shows the distribution of the total length of wire maintained:—

				43,163
For Departmental use .				24,512
For Railway use				104
For Native States				61
For other Departments .				854
For Public and Private Lines				-34

There are besides 135 miles of cable, of which 125 miles are in Departmental use, 7 miles in Railway use, and 3 miles rented to a private firm.

- 47. Appendix J gives the particulars of lines maintained for Railway purposes by the Telegraph Department.
- 48. The total cost of repairs to lines in 1883-84 was \$\mathbb{R}_5,09,261\$, against \$\mathbb{R}_2,27,592\$ in 1882-83. The primary cause of this excess, as stated in paragraph 1, being due to extensive renewals of posts.
- 49. In the section of this Report relating to Traffic, particulars of the principal interruptions which caused any delay to traffic are given. Appendix K is a statement of all interruptions of every kind that occurred on Departmental wires during the year.
- 50. Regarding these interruptions, it is desirable to note some of the special causes for them to which lines in India are particularly liable. The hot moist climate of many parts of India is peculiarly favourable to rust, whilst in other parts of the country white ants and dry rot do their share of mischief. The long spans (many of over half a mile of from post to post) render the mountain lines difficult to keep unbroken during snow. Many miles of line run through forests, where the annual fires bring down trees on the lines, and, when the posts are of timber, burn them also. Fires in villages are another cause of damage. Birds, again, are the cause of numerous faults on the lines; they build nests on the brackets; they constantly drop waste pieces of fencing and telegraph wires across the wires, and indeed specimens have been brought in of nests made of odds and ends of wire, whilst dead snakes and offal of all sorts are constantly dropped by them.

An unusual and extraordinary source of interruption is the destruction of Telegraph lines by elephants. Three interruptions were due to this cause during 1883-84. They were as follows:—In November 1883 the line between Gudalor and Tippakadu, in the Madras Division, was pulled down by elephants, and in May 1883, on two occasions, considerable mischief was done to the telegraph on the Shwegyin-Pegu section by these animals, necessitating extensive repairs.

51. The following Table gives the number of interruptions due to extraordinary causes during the year:—

	CAUSED BY	BIRDS.	Tratage and	Wild elephants.	Trees falling	
Fires.	Fencing wire.	Offal.	Lightning.	Who depimins:	lines.	
11	44	10	23	3	173	

52. The following is a review of the most important interruptions which have occurred on the Departmental lines during the year:—

Assam Division.—The chief interruptions were during the months of April and May, and were all due to the severe storms prevalent during these months in this part of the country.

Bellary Division.—Nearly all the interruptions in this division were on the Hubli-Karwar section, where the line passes through dense jungle. During the monsoon months trees are constantly being blown down, and falling on the line cause much damage.

British Burmah.—The interruptions in this division are usually on the line between Moulmein and Tavoy, and are due to the difficult nature of the country through which it passes, as well as the climate, the line being exposed to gales of no ordinary severity and an excessive rainfall.

There were three interruptions due to trees falling and two to fires.

On the 26th April the cable across the river at Elephant Point failed and continued interrupted until the 6th June, when the laying of the new cable was completed and communication restored.

Beluchistan Sub-Division.—The interruptions in this remote sub-division are invariably caused by gangs of marauders who cut the line and steal the wire. Scarcely a month passes without a report being received of this nature. In October 170 yds of wire were stolen from the line in one raid.

Punjab Division.—The severe storm which passed over the North-West of India in June 1883, seriously damaged the lines between Roorkee and Meerut, necessitating special repairs somewhat extensive in character to put the damaged portion of the line in order again.

Ganjam Division.—In this division the chief difficulty to be contended with is the mischief caused by floods and the impassibility of the large rivers which the line crosses. There were no less than four interruptions which are attributable to this cause, their duration being prolonged owing to the difficulty of crossing the rivers when in flood. The interruptions due to the flooding of the Byree river alone aggregated 306 hours.

Dacca Division.—Here, as in the Ganjam Division, interruptions are chiefly due to floods and the erosion of river banks. The span at Dingraghat, across the Mahanuddy, was carried away by the river suddenly rising and cutting away its banks and the masts supporting the line. This occurred in August 1883.

Bombay Division.—During May, June, July, and August several interruptions occurred owing to the flooding of the Taptee at Surat.

Nagpore Division.—Serious damage was done to the telegraph in July 1883, owing to the flooding of the River Sheonallee near Rajnandgaon.

Sind Division.—Considerable damage was caused by the country being flooded for 80 miles in July 1883.

53. In Appendix L will be found a statement of all the interruptions that have occurred on Hicensed Telegraph Lines during the year.

Indo-Burmese Land Lines.

54. Some inconvenience was caused to the public during the year by imperfect communication between India and Burma. The land lines connecting Calcutta with Burma are exposed to the influence of violent storms and suffered considerably on more than one occasion; and unfortunately the same influences

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appear to have affected the cable between Madras and Penang, which provides an alternative route, for more than once both were simultaneously interrupted. The importance of this route is fully recognized, every effort continues to be made to improve and strengthen the lines, a large expenditure has been incurred, and it is confidently hoped that the liability to accidents has been reduced to a minimum.

Indo-Ceylon Cable.

55. The cable connecting Ceylon with India failed in October 1883 and again in March 1884, and, although temporarily repaired, its condition was found, on careful examination, to be so precarious that the necessity for laying a new one had to be faced. The needful steps in this direction have since been taken.

The present cable was laid in 1867, replacing one that had been laid in 1858, so that it has had nearly twice as long a life as the latter; and there seems reasonable ground to hope that, after a new cable has been laid, it may be found possible so to repair the present one as to make it a fairly reliable alternative. Repairs so extensive, if even ultimately successful, would stop all communication for a considerable period, and their execution has therefore been postponed until after the successful laying of a new one.

Tavoy-Siam Line.

56. Notwithstanding strenuous exertions, it was not found possible to maintain communication by this line. A trial line was completed and messages exchanged with Bankok, but the physical and climatic difficulties were so great that it was found impracticable to continue, and the permanent opening of this

very important route has had to be postponed.

Arrangements have been made for simultaneously pushing on with the construction of a bridle path through the forest, and for entirely re-constructing the Telegraph line with stronger materials during the cold season of 1884-85; picked officers and a large force of men have been provided, and, in spite of difficulties, which are altogether exceptional, the early final establishment of this new link in the international system is looked forward to with some confidence.

ELECTRICAL.

57. There has been much activity in this branch.

Experiments of all kinds have been vigorously prosecuted and numerous improvements in apparatus accomplished. The progress made in England and other countries is carefully watched, and recent inventions in electrical instruments, which seemed to promise good results, have been obtained and subjected to experiment and scientific test by the Electrician.

In a prolonged tour the Director-General was able to satisfy himself personally of the general excellence of all electrical arrangements in offices.

STORES AND WORKSHOPS.

58. The following are the items of expenditure under this head during the year:—

year :	Purchase of stores in	n Inc	lia	10,00						1,74,943
Ĺ	ondon stores, inclu	ding	freig	ht an	d lan	ding	charges	•	•	11,08,950
	Workshops and Pre		• 10 18		•					2,95,162
	Store-keeping								•	98,955
S	Superintendence .								•	28,738
	Stationery received	and	Print	ing w	ork	done	without	charg	e	45,829
	They are a series of the series						Tort			

TOTAL . 17,52,577

The value of the outturn from the Workshops was R4,95,651, and from the Press R31,235, against R4,77,343 and R37,532 of the previous year.

59. The use of locally-manufactured stores has been extended.

Window shackles for terminating wires at offices are now being manufactured for this Department by Messrs. Burn and Company. Castings made in Bombay have been used, and have given so much satisfaction that further orders for them have been given to local firms. Endeavours were made, and are being continued, to obtain suitable castings from the Barrackur Iron Works.

The manufacture of wrought-iron tubes and cast-iron sockets for telegraph posts was increased, and is being carried on, on a still larger scale in the Departmental Workshops at Calcutta.

The porous pots manufactured in this country are not a success. The fact is that a peculiar quality of pottery is required for battery purposes, the process of producing which is at present known only to one firm in England, and is a well kept secret.

- 60. The substitution of old rails for standards has been continued with success.
- 61. A large collection of electrical apparatus peculiar to this Department and manufactured in the Departmental Workshops, was shown in the International Exhibition which was held in Calcutta in the winter of 1883-84.

The exhibit was very creditable and resulted in the following awards:-

- I.—First class certificate and Silver medal for carpentry and joinery.
- II.—Second class certificate and Bronze medal for wire twisting and paper punching machines.
- III.-Certificate and Gold medal for Telegraph instruments and apparatus.

LICENSED SYSTEMS.

- 62. Some mention of the working of the rules for licensed Telegraph systems seems called for, as the first complete year of their application terminated towards the close of the official year.
- 63. Under the licensed systems are included all Railway Telegraph lines and systems outside the Imperial Telegraph Department, which are permitted to receive and carry messages for the public on payment.
- 64. In England, as in other countries, where the Telegraphs are the property of the State, the monopoly of despatching messages on payment is strictly enforced; and although Railway Companies in Great Britain are permitted to despatch such messages, they do so merely as agents for the Telegraph Department of the State, and retain only a portion of the fees, even when the transmission is completed within the limits of their own Railways.
- 65. The rules* in force in India from 1874 to the 1st January 1883 permitted Railway administrations to retain the whole of the fees collected for local messages, namely, for such as were received at and delivered from offices of the same Railway; but messages traversing greater distances were, in the interests of the public, required to be transmitted the greatest possible distance by the State lines; and although in practice such messages travelled on an average nine-tenths of the distance on the lines of the Department, the latter was only credited with three-fourths of the fees collected for such messages.
- 66. Liberal as these conditions were, the Government decided in 1882 to offer still further inducements to licensed administrations to provide facilities for

the public and published a resolution, of which the following is an extract, conceding to each licensed system the privilege of retaining the whole of the collections made for Inland messages, irrespective of its extent or its share of the work done :-

Extract from Public Works Department Resolution Nos. 203-35A. T., dated 2nd May 1882.

"The Governor General in Council * * * is * desirous, in the interests of the senders of telegrams, that Railways should be encouraged to carry public telegraphic messages to as great an extent as is compatible with the proper use of their telegraphs for the primary purpose of Railway Traffic."

"With this object, and also to simplify account-keeping, to ensure uniformity of procedure, and to develop telegraphic communication, it is resolved-

"I .- To extend to canal telegraphs also the privilege of carrying telegraphic

messages for the general public;

"II.-That in future every railway or canal, or other duly licensed telegraph office, at which a message may be tendered for despatch, shall retain the value of the message it sends, excepting such amounts as have to be again disbursed under the rules; for instance, for reply paid, post registered messages, &c.;

"III.-That there shall be but one public telegraph message system throughout India, applicable to railway, canal, or any other telegraphic system

licensed to carry messages for the public; and

- "IV .- To provide for economical maintenance the principle enunciated in Resolution, Public Works Department, Nos. 125-28T of the 4th March 1871, that the maintenance of Government and Railway Telegraphs should be combined and vested in the Telegraph Department whenever practicable, is re-affirmed, and is now extended to canal telegraphs."
- 67. It is obvious that the effect of this concession must have been a diminution in the cash receipts of the Telegraph Department, but it should also be known that, besides giving up its fair share of receipts in order to encourage "licensed systems to carry public telegraph messages", the Government also pays the whole cost of the Telegraph Department Check Office, which is really the Telegraph Clearing House for the whole of India. It also bears the whole cost of publishing and distributing the tariffs and regulations for the public, as well as the various orders on which the interchange of traffic of the many systems depends.
- 68. The Government share of the value of transferred messages that would have accrued to the end of the official year had it not been for this concession was R1,16,515; but it is hoped that the anticipations expressed in 1882 "that any loss thereof will be more than compensated for by the effect of the additional facilities thus given to the public" may ere long be completely fulfilled.

UTILISATION OF POSTAL AGENCY IN THE OPERATIONS OF THE TELEGRAPH DEPARTMENT.

- 69. The question of the expediency of amalgamating the Telegraph and Postal Departments in this country has more than once been raised during recent years and has received very careful consideration; but notwithstanding the advantages which such an amalgamation seemed to offer, difficulties peculiar to this country and objections of so grave a character presented themselves that it was never found practicable to take any steps in the direction of amalgamation.
- 70. The main advantages expected from an amalgamation of this kind is to extend the use of the telegraph by increasing the number of telegraph stations,

and by spreading these stations widely over the country; and as the amount of work at many of these would be insufficient to employ a special staff, the extension of the Telegraph was contingent on other remunerative work being available for them, and the combination of Postal with Telegraph work offered the simplest solution of the problem.

- 71. But it appeared not impossible to achieve this result without incurring the disadvantages and risks to efficiency which were found to be inseparable from any attempt at complete amalgamation, and the Director General of Telegraphs was instructed to "proceed with method and vigour" towards combining the charge of the Telegraph with the Post Office in any station where circumstances rendered such a course possible.
- 72. It will be convenient to reproduce here the Resolution of the Government of India on this subject, which was published as soon as the Director General was able to submit a definite plan of operations.

Resolution by the Government of India, Public Works Department, No. 287T., dated Simla, 9th October 1883.

Read -

Paragraph 6 of Public Works Department Resolution No. 169-90T., dated 31st May 1881.

Letter from Director General of Telegraphs, No. 454, dated 14th July 1883.

Public Works Department letter No. 253T., dated 22nd August 1883, to the Director General of Telegraphs.

Letter from Director General of Telegraphs, No. 480T., dated 29th August 1883.

OBSERVATIONS .- In pursuance of the orders of the Government of India, the Director General of Telegraphs now submits a scheme, drawn up in consultation with the Director General of the Post Office, for utilising the agency of the Post Office in extending the operations of the Telegraph Department. The following are the main heads of this scheme, which has the cordial approval of the Government of India:-

1. To constitute every Post Office in the empire a receiving office or depôt for the receipt of "Inland" telegrams from the public, whence "Inland" telegrams will be despatched by post to the nearest telegraph station, whether such station be a Government office or an office of a licensed telegraph system.

The charge to the public for a telegram received at a Post Office to be the same as the charge for a telegram received at a Telegraph Office.

- 2. To train a number of Post Office officials in telegraph duties (their pay while under training and all connected expenses being borne by the Telegraph Department) for the purpose-
 - (a) of combining telegraph with postal work at telegraph stations where the work can be done efficiently and cheaper by using the agency of the Post Office; and
 - (b) of working branch telegraph stations off the present main routes, which it is proposed to establish in Post Offices.
- 3. To erect short lines of telegraph inexpensively constructed, connecting the existing telegraph system with the Post Offices in towns in the vicinity, with the object of bringing the advantages of the telegraph within the reach of people off the main routes, thus providing a large extension of its sphere of usefulness at the least possible expense to the State.

The extent of these connections must be limited by financial considerations, but it is hoped that Local Governments and Administrations will be ready to contribute towards the expense involved, when it is known that this expense under the arrangements now sanctioned will be reduced to a minimum.

4. It has also been proposed by the two Directors General that in order to remove friction and to facilitate the combined working, the Postal Department shall make no charge for postage, registration, &c., of articles on Telegraph service, and that all telegrams sent by the Post Office shall be considered as "on the service" "of the Telegraph Department," and transmitted without charge over the lines of the Telegraph Department, and of all licensed telegraph systems. This proposal is approved by the Government of India, and may be carried into effect from such date as may be arranged by the two Departments.

- 5. Detailed rules for the guidance of Postal telegraph receiving offices will be drawn up by the heads of the two Departments concerned, but it may be generally stated that inland telegrams tendered at such offices may be paid for either in cash or in postage labels, while in the case of branch telegraph stations established in Post offices payment may be made in telegraph stamps also.
- 6. As regards the adjustment of accounts between the Postal and Telegraph Departments, the former will debit the latter with the usual discount on the sale of postage stamps used in payment for telegrams, and with the actual extra expenditure incurred in working Postal telegraph offices.
- 7. The Government of India is unwilling to bind either Department by the issue of further precise instructions, and confidently leaves the development of the scheme in the hands of the two Directors General, subject to their submitting from time to time such of their proposals as may require the sanction of higher authority.

The desired economical extension of the telegraph will depend largely on cautious tentative measures adopted, with the consent of both Departments, in the light of experience gained by actual working.

- 8. In conclusion, His Excellency the Viceroy in Council desires to express his recognition of the spirit in which the two Directors General have taken up this scheme for the development of telegraphic communication in India, and his appreciation of the liberal and ready manner in which the Director General of the Post Office has met the proposals of the Director General of Telegraphs.
- 73. Thanks to the cordial co-operation of Mr. Hogg, the Director General of the Post Office, who not only placed all the resources of the Post Office at the disposal of the Telegraph Department, but also deputed one of his principal officers for the purpose: the scheme sketched out in this Resolution was brought into operation with great expedition. Detailed rules were drawn up for the guidance of Postmasters, and on the 1st December 1883 every Post Office in the country was made a Telegraph Receiving Office, whence telegrams were dispatched without extra charge to the nearest telegraph station; the training of postal employés was pushed on with vigour in different provinces, and by the close of the year 55 offices were worked by Postal Agency.

74. The following statement gives particulars of these, and shows also in italics the number of new offices which had been opened and arranged for at the date of writing this report:—

	NUMBER O	NEW OFFICES OPEN	Total number of	Number of Offices		
Number of existing Offices transferred to Postal Agency.	Connected with Departmental Offices.	Connected with Railway Offices.	Total.	Offices worked by Postal Agency.	arranged for, bu	
24	21	10	31	55	146	
56	86	74	160	216	131	

- 75. The success so far has been eminently satisfactory, and there is every reason to hope that the native public, whose needs have been mainly considered, are able to appreciate and quite ready to avail themselves of the facilities which it is the object of the scheme to bring to their doors.
- 76. This notice would be incomplete without special mention of the interest taken in the scheme by Mr. Douglas, Deputy Director General of the Post Office, and of the energy and ability which he devoted to its successful accomplishment.

PRIVATE LINES AND TELEPHONE EXCHANGES.

77. The following statements show the transactions of the Telephone Companies during 1882 and 1883, as also the extent of the departmental operations for the last three years:—

Telephone Companies.

1882.

					No. of Subscribers.	No. of Exchange Connections.	No. of Private Lines.	Amounts realized.
Calcutta Bombay Madras Rangoon Karachi		•			102 90 24 17	101 87 28 17	21 3) 	23,215 25,194 6,650 6,250 2,700
			To	rau.	244	244	5	73,009
120 - 12					1883.			
Madras Rangoon	:				 195 134 30 40 12	178 132 33 37 12	18 3 	\$52,839 38,597 7,479 16,750 4,200
			Тот	AL	411	392	34	1,19,865

Government Telephones.

YEAR.	No. of	Exce	LANGE ECTIONS.	Total Exchange	Public	Lines.	PRIVATE	LINES.	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -
I BAR.	Ex- changes.	Public.	Private.	Connec-	No. of Circuits.	No. of Offices.	No. of Circuits.	No. of Offices.	Amounts realized.
1881	4 8 12	24 45 81	 II.	24 56 92	11 42 48	16. 65. 74	26 46 41	51 82 74	R 19,808 40,069 47,131

78. The first private line supplied by the Telegraph Department was erected in August 1875 between the Fort Office of the Peninsular and Oriental Steam Navigation Company in Bombay and the Mazagon dockyard. The instruments used were alphabetical dial instruments. Other firms and companies followed the lead of the Peninsular and Oriental Company, and private lines worked with A, B, C instruments soon became general in all the large cities of India.

79. The invention of the microphone in 1877, and the rapidity with which it was improved and combined with the telephone, gave a new direction to the attention of the department. Various forms of apparatus, obtained from England, America, and elsewhere, were put under trial, while experiments with other designs were made, and an instrument invented by the departmental electrician, Mr. Johnston, was finally adopted.

80. The alphabetical dial instruments were replaced by telephones, and the department was quite prepared to undertake the business of supplying telephones for private lines and also for exchanges.

81. In 1881 the Government decided that private enterprise in telephone business should be encouraged in India, and licenses were granted to the Oriental Telephone Company, Limited, to establish exchanges in Calcutta, Madras, Bombay, and Rangoon, and to the Crossley Company for Calcutta.

The license granted to the latter lapsed; the Oriental Telephone Company, however, commenced operations at once and established exchanges at each of the places above named. In 1882 the Company opened an exchange also in Karachi.

82. In January 1883, this Company was allowed to transfer its licenses for Calcutta and Bombay to local companies, the Bengal and Bombay Telephone Companies, Limited, (the latter including Karachi in its operations), but retained its licenses for Madras and Rangoon,

83. In October 1883, with the object of facilitating the operations of public Companies, the Government revised the rules on the subject. The nature of these rules may be gathered from the following extract from the Resolution by

the Government of India, No. 303T., dated 25th October 1883 :-

"In view of the desirability of securing adequate protection of the public interests, "it is necessary that full discretion should be reserved to the Government to step in and "undertake the carrying on of telephonic communication in the event of failure, over-"charge, or other misconduct on the part of a Company, or of other circumstances which "appear to render such a course desirable. His Excellency the Governor General in Coun-"cil is therefore pleased to rule that all future licenses will be granted, subject to a full "reservation of the rights of Government in this respect,

"The right of the Government to license more than one Company in any town has

"been maintained from the first, and is now re-affirmed.

"The construction, maintenance, and working of all exchanges for, and lines between, "Government offices will be undertaken in all cases by the Government Telegraph "Department. The instructions contained in Public Works Department letter No. 309T., dated 13th June 1882, to the address of the Director General of Telegraphs, are "therefore cancelled.

"II.—Connection between the Companies' exchanges and lines, and the Government "system, will be permitted under rules to be hereafter laid down, and on payment of a

"When such connections have been established, the receipt and delivery at Telephone "Exchange of written messages for transmission over the Government wires will be per-" mitted under rules hereafter to be laid down.

"III.-Ultra-radial connections .- Telephone Companies holding licenses for an "exchange within certain defined limits may be permitted to connect with their exchange "isolated subscribers living beyond the limits defined, subject to the payment of an extra

"When connections are desired between towns, each possessing a licensed exchange, "royalty. "the trunk line of communication will, in all cases, be erected, maintained, and owned "by the Government Telegraph Department, and let to the Company at an annual rental.

"But it must be understood that no Company has a right to claim the erection of a "trunk line, and that the State is free to approve or decline in each individual case.

"IV .- Royalties .- The royalty fixed in the licenses to the Oriental Telephone Com-"pany is at the rate of 10 per cent. With a view to encouraging the development of "Telephone enterprise, Companies obtaining licenses in future, under the conditions now "laid down, will be required to pay a royalty of 5 per cent., with an additional royalty of " I per cent. on ultra-radial connections.

" V .- Good-will .- In all future licenses, it will be expressly stipulated, in accordance "with the English system, that in case of purchase of the Company's property by the

"Government, nothing will be paid for the 'good-will' of the business."

84. It will be seen that the royalty payable to Government has been reduced by one-half-a concession, of which the Companies have not been slow to take advantage.

CALCUTTA, 1st December 1884. ALKANDAL STR

ADDENIDICES APPENDICES. THE PROPERTY OF THE PROPERTY O

APPENDIX A.

			To end of previous year.	1883-84.	To end of 1883-84.	
		INDIAN TELEGRAPH. Capital Account.				
	At Line .	Abstract of line and wire mileage. (Departmental Railway Railway property maintained by Department Guaranteed	17,664'5 2,892 415 818'5	702 546 80 89	18,366.5 3,438 495 907.5	
		TOTAL	. (a) 21,790	1,417	(6) 23,207	(a) & (b).—There are in addition 134 miles of "Provincial" Lines.
Mileage .	Wire .	Railway	40,441°5 19,814 1,646 1,250°5	2,179 2,825 227 151	42,620'5 22,639 1,873 1,401'5	
		TOTAL	. (c) 63,152	5,382	(4) 68,534	(c) & (d).—There are in addition 160 miles of
	Cable .	(Departmental	. 122 5	88	125	
		Total	130	5 5	135	
	Lines .	Departmental	38,93,318	8,33,081 8,74,726 14,605	1,89,13,640 47,68,044 5,80,047	
		TOTAL	2,25,39,319	17,22,412	2,42,61,731	
	Buildings	Signal Offices Ouarters for Officers Cable-houses and tanks Store-houses Workshop and press buildings	33:54:478 12,240 28,011 2,16,684 1,63,142	2,37,844 9,203 1,14,615 677	.35,92,322 12,240 37,214 3,31,299 1,63,819	
	-	TOTAL	. 37,74,555	3,62,339	41,36,894	^

13,14,467	19,99,007 48,237 2,51,824	3,20,12,195	3,19,19,558	17 1,50,46,495 22,84,916 1,30,797	1,74,62,208	3,72,05,336 95,06,682 19,80,557	4,86,92,575	39,98,154 5,22,168 6,83 134	5,38,96,031	6,11,88,187 72,92,156 2,322,4 314,22 168:85 22.84 19,99,007	9,31,07,745
1,78,933	17,014 33,935	24,49,108	24,51,539	23 15,88,382 2,29,330 1,174	18,18,886	27,05,131 5,06,239 22,195	32,33,565	6,86,800 1,50,730 53,169	41,24,264	37,44,186 3,80,078 1,7772 16'38 12'92 1,68,503	61,95,725
11,38,426	2,17,889	2,95,63,087	2,94,68,019	17 324 1,34,58,113 20,55,586 1,29,623	1,56,43,322	3,45,00,205 90,00,443 19,58,362	4,54,59,010	33,11,354 3,71,438 6,29,965	4,97,71,767	5,74,44,001, 76,72,34 2,289.41 353.09 168.9 26.94 18,30,504	8,69,12,020
Stores	Suspense heads	Temporary Telegraphs for Military purposes.	TOTAL CAPITAL EXPENDITURE	Number of Signal offices (Private State State Free	Total	On Messages . State . Free	•	Railway Telegraphs Guaranteed Miscellaneous	TOTAL	Net charge (Difference between Revenue and Working expenses) Per mile of line { Revenue } Net charge . Percentage on { Revenue } Revenue } Capital outlay { Net charge . Value of unused balance of stores at end of year .	TOTAL EXPENDITURE ON CAPITAL AND REVENUE . DEFICIT ON TOTAL EXPENDITURE

APPENDIX TO SUMMARY OF FINANCIAL RESULTS. Review of Telegraph Accounts for the last five years.

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The second secon	-	0		1	Claime		Saleable	H	ELEGRAPH GAZETTE			
		MESSAGE REVENUE		from State	from Guaranteed	Claims from	Books, Forms				Miscellaneous.	TOTAL.
YEAR.	Paid Messages.	Free Messages.	Total.	Railways.	Railways.		and Maps.	Calcutta.	Kangoon.	Moulmein.		
		9	a	æ	æ	æ	œ	æ	æ	œ	æ	ok.
	*	•	•					•				711.
			809.27.70	3,14,053	190'66	35,401	2,813	10,480	2,141		14,799	42,51,440
1879-80 .	30,58,725	46.408	30,17,677	4,08,336	95,096	45,090	3,598	10,930	1.056	000	0.210	28.54.212
880-81	30,711,001	43,737	32,54,738	4,21,177	97,714	55,202	2.081	901'11	2,071	000	18,961	41,57,239
887.87	32,75,608	43.774	33,19,382	0,05,413	9/1,224	1 50,720	3,210	11,292	(6)2,121	006	35,637	41,24,264
883-84	(a)32,11,370	22,195	(a)32,33,505	Siogions	Jakick.	-C16-C1-						
					The state of the s		THE RESERVE THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED I					Control of the second s

REVENUE CHARGES.

			TINE MAINTENANCE	FNANCE								SIGNALLING	LING.					1	
		3	We mann		-		-			SIGNAL OFFICES	OFFICES.	8.38		TELEGRAPH	RAPH GAZETTE.	erre.			
	REP	REPAIRS.		Share of			KEPA	IKS,		acupio.		:002	Saleable		-	1	Telegranh	Profit	
YEAR.	By Telegraph Department.	By Public Works De-	Establish- ment.	Direction Accounts and Superin- tendence.	Profit and Loss.	TOTAL.	By Telegraph Department	By Public Works De- partment.	Check Office.	Depart- mental.	Non-De-	Accounts and Superin- tendence.	Forms and Maps.	Calcutta.	Rangoon, Moulmein.	Moulmein.	Stamps.	Loss.	IOTAL.
					1										1		•	•	٠
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	•				8	7.05.253	1,100	30,000	41,998	16,37,324	57,623	4,12,110	8,987	4,139	1,678	i	8,570	130	22,04,739
1879-80	1,61,385	1,505	1,30,975	4,29,335	k :	8,26,178	2,700	39,962	44,679	16,58,165	1,50,910	4,29,335	10,426	4,050	1,757	277	9,432	226	24,42,393
1881-82	1,82,148	2,575	1,63,698	4,44,605	225	7,93,251	3,208	38,100	49,375	17,82,310	1,07,693	4,57,694	5,191	6,544	1,593	310	10,221	262	24,62,591
1882-83	2,27,592	180	2,00,550	4.50,817	200	11,70,128	1,706	37,237	46,319	18,90,569	1,21,850	4,59,818	4,902	4,119	010'z(2)	240	3,904	360	43:14:03a
. to-Soot	- Surgine		}							-			-						

Result of Operations for five years.

1	1			50	71	8	0
ES.	TOTAL.	٥	•	36,58,725	32,11,00	32,75,60	32,11,37
ALUE OF MESSAGES	Foreign.	•	•	10,10,755	11,05,670	12,79,160	13,33,063
VAL	loland.	•	*	26,47,970	20,92,010	19,06,448	18,78,307
OES.	TOTAL.	•	*	15,02,743	10,42,777	17,00,179	18,17,712
NUMBER OF MESSAGES	Foreign.		o k	2,28,859	2,90,419	3,56,011	3,62,530
NON	Inland.		ď	12,73,884	13,46,358	14.43.168	14,55,182
Number	of Signal Offices.		œ	303	310	324	347
	Revenue Revenue Profit without Miles of Lines. Miles of Wire.		ď	\$2,014.19	56,087.66	62,060	68,669
			æ	20.510.03	20,346.17	21,049 0	23,207
			æ	12.41.454	13,30,167	8 17 707	3,80,078
			œ	200,000,00	31,71,470	32,35,044	37-44-180
			Receipts. Receipts. R 42.51.446				
	Capital Expenditure to end of year.		0		3,41,02,791	2,73,59,407	3,10,10,558
	VEAR.				879-80	881-82	887.83

Return of the Number and Value of Inland and on Foreign Messages" Sent" and Foreign Messages "Received" and "Transit" during the year 1883-84, showing also the Increase and Decrease under each head on the figures for the previous year.

TIONS IN 100 0-	1 1803-83.	TOTAL GRAND TOTAL	E	No. Value. Value. Value. No. Value. No. Value. No. Value. No. Value. No. No. Value. No.
RE OF COLLEC			orat	8 a. 2,327 2,325 14 14,716 22,190 0 4,407 5,332 1 36,757 1,09,359 13 34,557 1,09,370 10 5,000 15,390 10 5,000 17,859 1 10,395 49,410 10 5,408 5,998 9 8,642 13,038 0 11,457 25,404 13 8,644 13,038 4 4,533 6,404 3 24,541 665,538 2
NUMBER OF PAID MESSAGES AND INDIAN SHARE OF COLLECTIONS IN .00. 6.	FOREIGN	93 334	line (614 1.185 1.
PAID MESS.		S. S	No	
NUMBER OF	INLAND,	Private.	No. Value.	29,689 23,469 23,469 23,469 23,469 23,469 24,750 24,750 24,750 26
	Is	State.	No Value.	4,175 21,184 2 4,175 21,184 2 4,175 21,184 2 4,175 21,184 2 39,170 1,05,019 1 39,816 05,788 8 13,471 23,814 5 17,020 7,519 14 8,041 13,056 1 8,642 13,056 1 11,450 23,415 4 87,873 1,77,006 1 4,533 6,404 3 87,873 1,77,006 1 4,533 6,404 3
		GRAYB TOTAL.	No. Value,	# 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4.
	Тогл.	Private	No. Value.	# # # # # # # # # # # # # # # # # # #
	To	State.	.No. Value,	4,8 4, 4,8 4,8 4,8 4,8 4,8 4,8 4,8 4,8 4
	FOREIGN	Private.	No. Value,	1
	F	State, P.	No. Value,	282 3,918 9 11,18
	INTAND.	Prisate.	No. Value,	
-		State,	No. Value.	Arakan . 3,877 3,170 7 23,170 27,339 7 7 Asam . 15,169 20,800 12 43,773 44,965 13 Bellattr . 4,679 5,139 1 28,939 20,203,577 6 Bengal . 25,039 1 28,939 20,23,577 6 Bengal . 25,039 6 5,232,69 6 5,203,577 6 5,203,577 6 5,203,577 6 5,203,577 6 5,203,577 6 5,203,577 6 5,203,577 6 5,203,577 6 5,203,577 6 5,203,577 6 5,203,577 6 5,203,577 6 5,203,577 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7
	DIVI.		1	Ankan . Assum . Bellaty . Madna . Malalat . Magna . Malalat . Nagna . Reputab . Bellatura . Reputab . Bellatura . Reputab . Reputab . Reputab . Reputab . Reputab . Reputab . Martara . Vara . Va

	No.		Value	
Departmental Rallway Departmental Rallway Rallway	1,285,937	435	1,285,037 18,46,453 157,331 1,49,085 355,435 12,78,283 576 876	904-2
Togat.	1,299,1	10	4 1,799,179 32,75,508 4	

		No.	Value.
uland* .	[Departmental Raliway	1,462,980	R 463,080 18,96,980 15 361,723 13,31,779 1
	TOTAL .	1,825,514	1,825,514 32,20,068

This Berura includes 310 messages on the Service of French and Portuguese Governments and of His Highness the Khan of Khalat, the value of which, vis., R1, 1697, has not been credited to Revenue, Since the 1st January 1883, messages received in transfer from Railway systems have been omitted from this Return, being now transmitted over the lines of this Department free of charge.

2,58,338 14 Value. GRAND TOTAL. Return of the Number and Value of Inland and Foreign Messages "Sent" and of Foreign Messages "Received" and "Transit" during the year 1883-84, 83,709 7,572 No. 1,05,417 15 * 626'05 Private, 792 217 No. 1,52,920 15 TOTAL. 38,879 Value, 1,354 1 : State. 32,870 7,572 7,339 No. i 84,640 79,814 505 Value. : DECREASE. 100 showing the Increase and Decrease under each head on the figures of the previous year. 29,562 Private. 155 217 . 1 No. POREIGN. 01 601,11 Value. 4 1 State. 833 554 No. 10,777 Value, 1 Private. 21,367 : No. INLAND. 1,41,811 17,418 1,353 Value, 32,91 Œ State. 32,037 No. 110,134 2,02,798 14 10,350 5,724 Value. GRAND TOTAL. 8,867 No. 1,98,830 4,000 Value. 104,710 Private No. TOTAL. 3,968 Value. 620 State, 5,434 1,524 453 No. 36,6.0 1,48,928 11 INCREASE. 13,141 1 Value. æ Pricate, FOREIG . 1 No. No. Value. , R State. 278 Value. 1,745 ~ Private. No. Value. 1,735 644 1 1 14 State. 5,146 1,524 212 831 430 453 No. TOTAL Ough & Robilk DIVISIONS. British Burms Bengal

Abstract of Foreign Traffic for the year 1883-84.

	1										1	RO																		THE REAL PROPERTY.
ss of	-					W	EST.											E	AST,									1	OTAL.	Degrado.
SAGES.	VIA	TEHERA	N.	VIA	Terk			DUE.	Vı	A SUEZ.	v	IA A	Мов	VIA	MADE	AS.	VIA I	CANGO	ON,	N B	URM	E.	T	VOY	. (EYLO	N.			Scaling and
	No.	India Value	e.	`o.	Indi	an ue,	No.	India	No.	India: Value	. N		dian alue.	No.	Ind Va	ian lue,	No.	Indi Val	an ue.	No.	Ind	ian ue,	No.	ndia alue	n No.	In	dian	No.	India Value	ar
DIAN.		K	a,		R	a.		R			a.	1	R a.		R	a.		R	a.		R	a.		R		A	a		R	Section 1
	A COUNTRY	1,27,854	4.00		RSS.S/N/E/J	PUZZ-ET		NODESTA STREET	43,710	1,76,915	7 6	3 2	36 8	6,477	57,84	14 0	5,015	16,85 15,59	4 6	5,199	7.27	8	5	65	0 20,64	5 38,5	80	107,525	4,25,090	0 0
TAL .	65,678	2,97,756	1 2	,699	9,490	13 1,	,032	5,916 1	91,572	3,07,142	8 152	40	5 7	13,180	77,36	7 1	10,014	32,45	4 3	5,199	7,275	8	10 1	25 6	6 41,23	75,6	06 0	230,761	8 12 60	Sec. 50.00
NSIT.																П											+			
fadras .	2,688	21,827	8	59	181	8	91	239 10	50,907	1,88,133	7																			
angoon	393	2,724	6	9	17	4	17	50 4	8,714	34,255	5	***			***											17	88	NOTED CHIEF	2,10,382	83
aingha	483	1,713	1	"]		2 63	"								***						***		12	94	-			9,133	37,047	а
Ceylon	2			7	18 1	1	3	20 3	225000	14,238	4	***	H		***			***			***		١.					5,552	3	9
Vest to									40	183		***	N				-			-								42	15,991	3
	10,470	53,729	8 666	364 2	330 1	4	40	112 1	37.938	1,39,571	3																		•	-
angoon	1,303	6,081	Œ	333 57	472	250	7	22 2	6,307	24,245	8	***	-													•		25/27/22/03	1,95,744	а
aingha eylon	1,093	4,450	a de	8	61 10			" -	25	150	1-1				•••								65			***		7,755	30,821	Æ
avoy .					218 10				2,913	10,160		***			•••				-				1	1-1	_			4,077	215	т
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ed vid	2	7 8			16 8		16 :	197 13		-		1		2	•			-		-								83	331	
East to	3	35 9		12	46 2		19	93 (1	"			-					-	-		-	-					-		35	175	STATE
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Dur						***		1				-		-				.		1	888	3			116	2,454 533	181	655	2,454	
-			-	-										16	63 1	2 .		- -		-		-			1		15	117	536 1	
TAL . I	6,447	9 9 9	1,42	5 4,3	3 8	25	3 8	35 11	11,899 4,	10,945 10		.	-	805 2	,962 1	2	164	421 1.	4	1	3 :				772	2,990	1	31,767 5	,13,113	7
ø																						G		Apju	TOTA STMENT	rs	1		26,713 1 +6,367 16	0

Abstract of Foreign Traffic with India by the Indo-European and Red Sea Routes for the year 1883-84.

	ROUTE.			NUMBER OF 1	MESSAGES BY EACH	ROUTE (EX-	Per	CENTAGE OF NUM	SER.
				To India.	From India.	TOTAL.	To India.	From India,	TOTAL.
PEAN .	Vid Teheran			25,223	40.455	65,678	33.26	47'13	40'8
	Turkey .			1,501	1,198	2,699	2'00	1'40	1.6
	Persian Gulf Vid Karachi			568	464	1,032	0.76	0'54	0.0
	via Suez			47,856	43,716	91,572	63.68	50.93	56 8
		Tor	AL	75,148	\$5.833	160,981	100'00	100.00	100'00

APPENDIX F.

Synopsis of Complaints in which this Department is concerned for the year 1883-84.

***								NUMBER	NUMBER DISPLACED	9.7								De	Peer sureace or Massades	or MESSAGE	
COLOR DE LA CALIFORNIA DELA CALIFORNIA DELLA CALIFORNIA DE LA CALIFORNIA DELLA CALIFORNIA D				1	1						REJECTED.				NUMBER	NUMBER OF PAID MESSAGES.	ISSAGES.	WHICH	WHICH PORMED THE SUBJECTS OF	HE SUBJEC	10 d.
N	NUMBER OF COMPLAINTS RECEIVED.	OMPLAINTS	RECEIVED.		ADM	Авмитивв.		BELIN	BEING GROUNDLESS,	.888.	Nor inve	NOT INVESTIGATED FOR WANT OF DOCUMENTS.	RWANT						COMPLAINTS.	WININ.	
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GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

THE BUDAPEST GENERAL NATIONAL EXHIBITION, 1885.

Circular No. 12Ex.

Extract from the Proceedings of the Government of India, Department of Revenue and Agriculture, (Museums and Exhibitions),—dated Calcutta, the 9th February 1885.

READ the following-

No. 7, dated Calcutta, the 23rd January 1885.

From—A. Ritz, Esq., Acting Consul for Austria and Hungary, To—The Secretary to the Government of India.

In accordance with official intimation received by last mail from the Imperial and Royal Austro-Hungarian Minister for Foreign Affairs at Vienna, it is intended to institute a General National Exhibition,—

to be held at Budapest; to be opened on 1st of May; and to be closed on 15th of October;

and I have received copies of-

the Invitation;

Special Programme and General Regulations; and forms of application;

for judicious distribution here; in consequence of which I deem it expedient to forward herewith to your hands—

20 Special Programmes;

20 Invitations;

60 Copies of Application;

100 Copies in all;

feeling convinced that by doing so, I shall best consult the interests at stake in regard to this National Exhibition.

THE BUDAPEST GENERAL NATIONAL EXHIBITION, 1885 .- I. GROUP.

SPECIAL PROGRAMME AND GENERAL REGULATIONS OF THE INTERNATIONAL SECTION—SEEDS, CATTLE-FOOD, AND MANURING SUBSTANCES.

I .- Object and Direction of the Exhibition.

Simultaneously with and within the limits of the Budapest General National Exhibition, 1885, there will be held an International Exhibition of Seeds, Cattle-Food, and Manuring Substances.

The immediate management of this International Exhibition has been intrusted to the General Committee of the General National Exhibition, 1885, residing in Budapest (No. 6, Ferencz József-ter).

II - Place and Duration of the Exhibition.

The General National Exhibition and simultaneously with and within the limits of the same, the International Exhibition of Seeds, Cattle-Food, and Manuring Substances will be held in the Town-Park of Budapest, on the territory designated for this purpose by the Capital.

The Exhibition will be opened on the 1st of May 1885 and closed on the 15th of October 1885.

III .- Object of the International Exhibition.

The object of the International Exhibition of Seeds, Cattle-Food, and Manuring Substances is to acquaint the Hungarian agriculturists with foreign produces and, in the interest of the

interchange of seeds, also with the foreign places of import, besides to furnish detailed particulars of the foreign agricultural situations, rendering it possible at the same time to foreigners to procure themselves a favourable market for their produces in Hungary.

IV .- Grouping of Objects.

The International Exhibition comprises the following classes:

(A) Seeds of Bread-Corns.

Comprising: summer and winter wheat, spelt (German wheat), and the like; summer and winter rye; spring and winter barley, distichous, square and hexastich; white and black oats; Indian-corn (maize). Buck-wheats, millet, beans, peas, lentils, and rice may likewise be exhibited in this class. From all the above kinds of corn there may also be exhibited the respective varieties.

(B) Seeds of Medicinal Herbs.

Comprising: Seeds of Medicinal Herbs; the herbs themselves as well in raw state as in their different states prepared for the trade.

(C) Seeds of Textile-Plants.

Comprising : hemp and flax, ramie (China-grass), nettle-plants, and seeds of other textileplants. It will be advisable to exhibit also whole plants.

The drawings of machineries and implements for the culture of hemp and flax, models of

raiting-pools and of buildings may also be exhibited in this class.

(D) Seeds of commercial-plants and of agricultural industry-plants.

Comprising: rape, turnip, gold of pleasure, beetroot (sweet turnip), and hops; models or drawings of tools, implements, machineries, and buildings required for the cultivation and conservation of hops, potatoe, chicory; kinds of sorghum, woad, madder, mallow (Althea rosea), Sapponaria (soap-root). The plants may be exhibited in raw condition or as products of first manufacture.

(E) Seeds of Forage-Plants.

All kinds of clover, lucernes, red clover, and esparset; autumn and spring vetches, beans, horse-beans; all kinds of peas, lupines, swedes, mangel-wurzel, turnips, and cattlecarrots, &c.; topinambur, mohar, panicum, and other kinds of millet; all sorts of herbs and other forages or their respective seeds. Plants of the above seeds may likewise be exhibited in dry and rooted samples.

(F) Other kinds of Cattle-Food,

Refuse of factories, germs of malt, ground-malt, remains of beetroots (sweet turnip); all sorts of oil-cake, bran, and artificially composed cattle-food.

(G) Manures.

All kinds of mineral-manures, as plaster, lime (calx), marl, kali-salt, and the manures made of kali-salts; phosphate and phosphates made of.

Of animal manures there may be exhibited: All kinds of guano, manure of bones, depressed and diffused bone-dust, horn-shavings, and the like.

Of composed manures: pondrette, and all kinds of compost, &c.

All the objects of this class shall be provided with labels containing the following particulars:

(a) Are the exhibited seeds produced by the exhibitor or did he buy them? (b) Denomination of the exhibited kind of seed and other nearer particulars.

(c) The place and, as far as possible, also the soil upon which the seed has grown.

(d) The quantity of hectoliters grown in the year 1884 on one hectare of the exhibited seed, if it has been produced by the exhibitor himself, or if he is able to furnish such particulars.

(e) Whether the exhibitor generally sells the exhibited seeds for cultural or for technical

purposes? If yes, how much a year and at what prices?

All the seeds are to be exhibited in proper glass vessels provided either with lids or with stoppers, or a sum of 2fls. =4/. shall be sent as the price for every such vessel.

Of every kind of seed at least 3 liters shall be sent.

In order to complete the exhibition of seeds, it is very desirable that the ripe exemplaries of plants should be exhibited with their roots, spikes, cods, and spadixes.

It is further desirable to get proper particulars respecting the ingredients of the soil, the chemical analysis of the seeds, or other qualities being of importance for the valuation of the seed. All the necessary notes shall be represented either in form of tables, graphic drawings, or in any other way.

In class (A) (Seeds of [cereales] Bread-Corns) the weight of a hectoliter shall be especially noted.

In class (B) (Seeds of Medical Herbs) there is especially to be remarked :-

(a) the scientific Latin name of the seed respectively of the plant, together with the usual local denomination;

(b) whether the exhibited seed of the medical herb has grown wild or been especially cultivated?

(c) where, in which community, on what soil, eventually on what places of a special culture (forest, meadow, &c.,) in which situation (mountain, river, bank, &c.,) the exhibited object has been produced or gathered? Is it regularly gathered? Which are the therapeutic elements of the plant?

Respecting the way of exhibition of the objects of this class it is desirable that the medical-plants should be exhibited in whole, rooted, and perfectly-developed samples, fastened upon a pasteboard or upon other small boards.

The ingredients of plants and the seeds employed for therapeutic purposes shall be exhibited also in their different degrees of preparation likewise in glass vessels or cylinders. Besides, there are to be exhibited the different ways of packing, as well as the ingredients of plants classed according to their different commercial qualities.

In class (C) (Seeds of Textile-Plants) there shall be likewise sent perfect plants with roots

and fastened upon small boards provided with a long-measure.

In Class (D) (Seeds of Commercial-Plants and of Agricultural Industry-Plants) the following particulars should especially be given:—

(a) which method of culture is employed by the grower?

(b) what ways are employed for the conservation, preparation for the market, and for the packing of the produce?

Here too, as far as possible, there are to be sent perfectly developed plants as well as their produces in their different states of preparation as well as in the shape of ready commercial articles.

With the potatoes there is especially to be remarked: The designation of the species; whether they are grown as table-potatoes or as cattle-food; whether the latter are used for the manufacture of alcohol or of starch?

Of hops there are to be sent at least 500 grams in glasses, besides at least 5 klgr. in sacs, for the sake of comparison. The method of drying and of the conservation of hops is likewise to be shown.

Of beetroots and of potatoes there is to be sent a quantity of at least 5 klgr. and exhibited upon glass or wooden plates.

Of beetroots in dry condition 2 klgr. will be sufficient.

Models and drawings of machinery and tools for the conservation of beetroots and hops, as well as the buildings for the drying of hops, may be exhibited in this class in models or in drawings.

The different methods of packing are to be shown respecting the hops as well as the dyeing plants. With the dyeing plants there shall be exhibited, besides the seeds, also such parts of plant which are used for the extraction of colour, as they are generally classified in commerce.

In class (E) (Seeds of Forage-Plants) the drawings and models of the implements or buildings destined for the preparation or conservation should also be exhibited. Besides, it will be advisable to give information respecting the method of cultivation employed by the exhibitor; how often he mows, in which way he proceeds with the conservation and preparation of cattle-food, as well as the proportion observed in the mixing of the several kinds of forages.

Together with the exhibition of the forage-plants, there shall also be submitted the report of a Control-Station of Seeds, and remarked whether the seeds themselves are likewise used for cattle-food?

Besides, it will be required that the forage-plants should be exhibited in their different states of development and from the different seasons, in perfectly rooted exemplaries as well in their state ripe for mowing as entirely developed with perfectly ripe seeds.

Also here there may be used white paste boards, containing a long-measurement as well as the principal particulars respecting the nature of the soil, quantity of production in green and dried state, and the chemical analysis, &c.

Of swedes and of topinambur there shall be sent 5 klgr. of each with special designation of the species, likewise to be exhibited on glass or wooden plates.

In class (F) (Other kinds of cattle-food, as oil-cakes, &c.,) there shall be sent likewise 5 klgr. Oil-cakes shall be exhibited as whole cakes as well as ground. The bruised (crushed) forages as well as those exhibited in small pieces shall be put in glass vessels with lids.

The exhibiting factories and merchants are requested to communicate, besides the price of the object, also the freight up to the principal European railway, or steamboat-stations.

In class (D) (Manures) 5 klgr. of each sort are to be sent in glass vessels, as hermetically closed as possible. Here too the freight up to the principal European stations should be remarked besides the price of the objects.

V .- Prizes.

The most eminent objects exhibited will be distinguished in the sense of the Jury-Regulations.

The prizes are the following:

1. Great Diploma of Honour.

2. Bronze-medal.

The one side of the Medal contains the chief merits of the exhibitor in terms as:

For excellent produces, for excellent manure, &c.

Besides the Medals there will be distributed special Diplomas containing detailed designation of the merits.

The General Committee will take care of the interests of foreign exhibitors by admitting into the Jury a corresponding number of foreign members.

VI .- Reduction of Freight.

The General Committee has taken the necessary steps in order to procure the greatest possible reduction of freights, on all lines (railway and steamer) of the Austro-Hungarian Monarchy, for the objects of exhibition, as well on the entry as on the eventual return-journey of such objects.

VII .- Exemption from Duty.

The duty-free importation of the objects of exhibition has been granted by Art. 10 of the XVI Law of 1882.

The Royal Hungarian Ministry of Agriculture, Industry, and Commerce will claim the assistance of the Imperial and Royal Ministry of Foreign Affairs, to obtain, whenever it shall be necessary, the duty-free transport to the respective countries of all exhibited articles that should not have been sold during the Exhibition.

VIII .- Application.

Applications must be made on special blank forms, to be forwarded free of charge by the General Commission, which blank forms shall be filled up properly and legibly and sent in duplicate to the office of the General Commission (Budapest, V, Ferencz Józsefter No. 6) at the latest till the last day of August 1884. The same Committee will be answerable for a prompt and quick despatch of all applications, and will pay every attention to the correspondence with Exhibitors.

IX .- Acceptance and Admittance.

The General Committee will decide upon the acceptance of the notified objects.

In case of acceptance of any object to be exhibited, the Exhibitor will receive a Certificate of Admittance within 30 days after sending in his application.

X .- Rent for Space.

The rent for space has been fixed as follows :-

(a) For a space of one square meter 8 fls. = 16/.

(b) a space of one square meter beside the wall 6 fl. = 12/.

The wall itself to the height of 3 meters being included in this latter case.

No space less than a meter can be hired.

Half of the rent to be paid down to the counting office of the " Magyar országos bank részvény-társulat Budapest" at the latest within 30 days from the remittance of the Certificate of Admittance, and the other half at the latest till the 15th of May 1885.

If the rent is not paid in due time, the General Committee will be entitled to dispose otherwise of the space claimed. If, after having paid down the first half part of the rent, the applicant does not exhibit, no money will be returned.

If, after the placement of articles, it should appear that more space has been occupied than stated in the application, the difference shall be paid up to the 15th of July 1885.

XI .- Stands and Tables.

The General Committee itself will provide for the stands, tables, &c., required for the Exhibition, for the use of Exhibitors, at a moderate price.

In case of any Exhibitors wishing to exhibit upon his own stand or case, drawings of such stands or cases shall be submitted to the approval of the General Committee.

XII .- Transport.

All articles to be exhibited shall be sent free to Steamship or Railway Stations of Budapest. If the returning of any article be required, it is to be declared in the application, no subsequent claim being admitted in the contrary case.

XIII .- Bills of Delivery. Sending in.

Before forwarding the articles, bills of delivery must be sent in to the General Committee containing the exact list of articles.

All objects for exhibition shall be sent between the 15th February and the 15th March 1885.

XIV .- Objects to remain exhibited.

No object exhibited will be permitted to be removed before the closing of the Exhibition, viz., before the 15th October 1885, except with the permission of the General Committee.

XV .- Arrangement, Custody, and Cleaning.

The General Committee will provide for a necessary number of trustworthy persons for the arrangement, custody, and cleaning of the articles exhibited.

No guarantee will be given for losses or damages happening on the premises.

XVI .- Fire Insurance.

The General Committee will undertake to insure all objects against fire at a premium in proportion to the value stated in the application.

XVII .- Commercial Agents.

The General Committee will provide for active and experienced Agents to act as the Commercial Representatives of Exhibitors at moderate fees. Any claim for such representation shall be expressed under the proper head of the application.

Exhibitors represented by their own Agents are requested to announce them in time to the General Committee.

XVIII .- Catalogue.

With regard to admission in the Catalogue, Exhibitors may, besides their Firm and the list of the objects to be exhibited, supply, in due time and in as concise a form as possible, also statistical or descriptive particulars concerning their produces or their trade.

Regular advertisements will only be admitted at a moderate tax to be fixed subsequently.

XIX .- Subsequent Publications.

Subsequent Special Regulations or Publications issued by the General Committee respecting the objects of Exhibition will be either forwarded direct to the Exhibitors or by way of Agents to be published in the different countries.

XX .- Acceptance of Regulations.

With the sending in of the Application, every Exhibitor submits, in his own name and in that of his representatives and employés, to the above Regulations, as well as to all further directions that may be issued by the General Committee.

In the name of the General Committee of the Budapest General National Exhibition, 1885.

MATLEKOVITS, President.

COUNT EUGEN ZICHY, Second-President.

Invitation concerning the International Exhibition of Seeds, Cattle-Food, and Manure.

In conformity with a Bill submitted to the Hungarian Legislature by Count Paul Széchényi, Royal Hungarian Minister of Agriculture, Commerce, and Industry, a Law (XII, 1883) has been passed for the purpose of instituting a "General National Exhibition" to be held in Budapest, the same having on the 9th March 1883 received the sanction of His Imperial and Apostolic Royal Majesty Francis Joseph I.

By this Law the Budapest General National Exhibition to be held in the year 1885 has not only been placed under the patronage of the Hungarian Government, but has been declared

a National Question; the Government being charged with the preparatory and organizatory works, as well as with the direction of this Exhibition.

A General Committee has been appointed by the above-named Minister and intrusted

with the immediate management of the affairs of the Exhibition.

This General Committee will be presided by Dr. Alexander Matlekovits, Secretary of State, while Count Eugen Zichy, President of the National Industrial Society, will be Second-President, and Dr. Julius Schnierer, Ministerial-Counselor, will be Director of the Committee.

The General Committee, all by maintaining the limited character of the Exhibition. intending to produce in the first line only as complete and faithful a picture as possible of the Natural and Industrial Produces of Hungary, has decided to organize, simultaneously with and within the limits of the General National Exhibition, an International Exhibition of Seeds, Cattle-Food, and Manure, with the participation of any Foreign Country.

The object of this International Exhibition is to acquaint the Hungarian agriculturists with foreign produces and, in the interest of the interchange of seeds, also with foreign places of import, and generally to give a clear picture of foreign agricultural production, whereby opportunity shall be given to foreigners to procure themselves a favourable market for their

produces in Hungary.

These general points are the main cause which have induced the General Committee to admit into the Agricultural Section seeds, cattle-food, and manure also from abroad, and to permit also foreign products to compete, whereby the interests of foreign Exhibitors shall be taken into due consideration and protected by way of appointing foreign members into the Jury.

In the name of General Committee of the Budapest General National Exhibition, 1885.

MATLEKOVITS, President. COUNT EUGEN ZICHY, Second-President.

value.

THE BUD	APEST GENERAL NATIONAL	L EXHIBITION, 1885.
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(True Extract.)

T. W. HOLDERNESS,

Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE. GOVERNMENT OF INDIA.

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GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT. RAILWAY CONSTRUCTION.

CONSTRUCTION OF THE NAGPUR-BENGAL RAILWAY.

No. 159 R. C., dated 11th February 1885. ORDER-By the Government of India, Public Works Department.

Read again-

Railway Despatch to the Secretary of State for India, No. 132 of 18th August 1883. " " " " " " 17 of 29th January 1884.

Ordered, that these Despatches be published in the Supplement to the Gazette of India for general information.

W. S. TREVOR, Colonel, R.E., Secretary to the Government of India.

Railway Despatch to the Secretary of State for India, No. 132, dated 18th August 1883.

** 5th March.—"Paragraph 4 of your Railway Despatch No. 21 of 8th February this year. Location surveys promised in paragraph 7 of our Railway Despatch No. 113 of September 13th last year will be submitted after close of season. If any further information required, please explain."

9th March.—"Yours fifth. Location survey alone will not be sufficient. Estimated cost and traffic also required of proposed line, and alternative routes and gauge; likewise evidence as to work being Protective or Productive."

6th July.—"Bengal-Nagpur Railway. Result of survey Sitarampur to Bilaspur, 365 miles, 295 lakhs; and Bilaspur to Nandgaon, 116 miles, 93 lakhs; totals, 481 miles, 388 lakhs. Nandgaon to Nagpur net cost converted line, allowing value metre-gauge material and stock, roughly 112 lakhs. Details shortly. Grand total, 5 crores. We strongly recommend early concession to Hoare Miller."

With reference to our telegrams dated the 5th March and 6th July last, and your Lordship's reply to the former,* and also to the desire expressed in the 4th paragraph of your Lordship's Despatch No. 21 Railway, dated the 8th February last, to be "furnished with full evidence of the general soundness of the proposed plans and of the grounds on which the particular lines have been selected," we have now the honor to forward the results of the further surveys and other investigations which have been made during the past season, together with as full a statement of the

whole case as it appears practicable or necessary to prepare.

Historical sketch.

2. The project of a railway from Nagpur into the Chhattisgarh District of the Central Provinces, was first formally mooted by Sir Richard Temple † in 1863, † Minute, dated 6th October 1863. when Chief Commissioner of those Provinces, in a minute which dealt very fully and clearly with the traffic and other relevant circumstances. It was supported the dated 28th March 1868.

\$\frac{1}{2}\$ Minute, dated 28th March 1868.

\$\frac{1}{2}\$ Sir George Campbell \$\frac{1}{2}\$ when holding similar office in 1868, but with the view of a connection with the Bay of Bengal by navigation down the Mahanadi. The question remained in suspense, however, pending the discussion of the principle of railway extension, which terminated in the Secretary of State's acceptance of Lord Lawrence's minute of 1869. In that minute this project was favorably mentioned, and consequently Mr. Morris, who had become Chief Commissioner, went very thoroughly into the matter,§ § Minute, dated 21st May 1870. with the result that the Government of India recommended the construction of a State Railway to Raipur on the metre gauge, but the Secretary of State declined | to sanction the project without further | No. 82R., dated 18th July 1872. In 1872 Colonel Keatinge, Officiating Chief proof of its financial success.

Commissioner, submitted a revised project, which the Government of India

Despatch to Secretary of State, No. 68R., dated 18th April 1872.
Reply No. 82R., dated 18th July 1872.
To Secretary of State, No. 29R., dated 12th February 1873.
Reply No. 65R., dated 1st May 1873. deemed financially satisfactory, but the Secretary of State desired further investigations by Mr. Morris, which were reported in due course, but without eliciting the desired sanction.* In 1874 Mr. Morris

submitted a further examination of the project as far as Dongargarh, with the complete surveys and estimates which had in the interval been prepared, and it was in 1876 a fourth time recommended to the Secretary of State by Lord Northbrook's Government, but on this occasion with the substitution of the broad for the metre gauge. The Secretary of State hereupon accorded a general sanction, subject to financial considerations, but negatived the adoption of the

+Minute, dated 6th March 1874, to Secretary of
State, No. 29R, dated 3rd February 1876.

Reply No. 43R., dated 27th April 1876.

Bely No. 43R., dated 27th April 1876.

Bely No. 43R., dated 27th April 1876.

but the line was gradually opened to Don-

gargarh in 1882, and extended to Nandgaon, 19 miles further, early in the pre-

3. The design of carrying the line into the heart of the Chhattisgarh country, and even on to Bengal in due time, did not escape notice during the period which has thus been reviewed, but during the earlier years the necessity for so full a measure was considered too remote, and during the later ones an apprehension would seem to have prevailed lest the advocacy of too large a project might imperil even the small one, from Nagpur to Dongargarh, then under immediate consideration. Information was, however, collected, surveys were commenced, and a more definite shape was imparted to the matter by proposals made in June 1877 by Mr. Prestage to form a Company to construct the entire line from Nagpur to Calcutta direct. These proposals were found to be impracticable, but in view of the postponement of State construction on account of the famine, Mr. Morris was invited to consider what concessions might fairly be made to a private company prepared to undertake the line. Here the matter practically rested, the Nagpur-Nandgaon section being in the meantime in progress, until 1881, when we received, both direct and from your Lordship,‡ overtures Despatch No. 106R., dated 11th August 1881. from Messrs. Burn and Co. and Messrs. Hoare, Miller and Co. for the formation of Companies to construct a broad gauge line from Barrakur, on the East Indian Railway, to Nandgaon, and the purchase and conversion to that gauge of the State Railway from Amgaon to Nagpur.

4. In consequence of these overtures, preliminary surveys and other enquiries were carried out in the ensuing cold season, and on the 8th May, § No. 126 A., Department of Finance and Commerce. 1882,§ we forwarded the results to your Lordship, together with Messrs. Hoare, Miller and Co.'s proposals, of which we approved, with the exception of desiring that the limited guarantee of interest Despatches Nos. 83 and 148 Railway, dated July 1st and November 7th, 1882. should be in rupees instead of in sterling. We likewise forwarded | proposals from Messrs. Burn and Co., which comprised, in addition to the construction and conversion, as above, the purchase of the Bengal Iron Works. Fuller information followed, I but your Lordship declined to

¶ Despatches Nos. 113, 118 and 170R., dated 9th and 26th September and 19th December 1882.

1. Despatch No. 98R., dated 27th July 1882, and No. 21R., dated 8th February 1883.

Telegram, dated 9th March 1883. continue negociations with Messrs. Hoare, Miller and Co. until (1) our views had been received on "the general policy to be

pursued in the future with respect to railway construction in India, especially in its financial aspect;" and (2) the results of the further surveys during the past season, and other information, had been supplied.

5. Our views on railway policy in general were submitted in our Despatch No. 29, Finance and Commerce, dated the 23rd January last, and we therein specially advocated (paragraphs 26-27 and 67) the concession of this railway on the "Bengal Central terms." This recommendation has since been repeated in our telegram, dated the 6th ultimo.

The remaining information required by Your Lordship we will now endeavour to supply, inviting attention to the documents which accompany this Despatch.

Route.

- 6. Passing over the discussions which preceded the adoption of the line, now open, from Nagpur to Amgaon, the first question for settlement has been whether Sambalpur, or its vicinity, as an obligatory point, should be reached by the direct line of the old road through Raipur and Fuljhar, or by a more northerly one passing near or through Bilaspur, and along the left bank of the Mahanadi. The two routes were carefully surveyed in 1876-77 by Mr. F.L. O'Callaghan, C. I. E., and a sufficient staff. The direct line was found to possess certain advantages as far as Raipur, but from a short distance beyond that town it was ascertained to pass through a rough, hilly, and scantily peopled country, fully as expensive to traverse as, but affording none of the advantages mineral as well as agricultural, notoriously possessed by, the tract north of the Mahanadi. This conclusion, concurred in by the Chief Commissioner, Mr. Morris, and other officers concerned, has never been questioned, and may be finally accepted.
- 7. The next question which arose was, how the left bank of the Mahanadi thus preferred should be reached from Dongargarh. Three proposals have been put forward and tested by survey—
 - 1st.—Direct line from Dongargarh to Bilaspur, or to Surgaon on the Maniari river (a few miles short of Bilaspur), and thence eastward through Raigurh, &c. This was surveyed by Mr. O'Callaghan in 1876-77.
 - 2nd.—From Dongargarh, through Nandgaon to Raipur, and thence north-east, through Loan and across the Seprath, to fall into No. 1 line beyond Sargaon or Bilaspur. Surveyed by Mr. O'Callaghan as far as Raipur.
 - 3rd.—From Dongargarh through Nandgaon to Raipur, thence north by Simgah across the Seonath at Gurba to Sargaon, and so eastward, as before. This route has been surveyed by Mr. Penny.

Of these routes the second was advocated in 1877 by Mr. Morris, when condemning the direct line to Sambalpur, because he considered Raipur, which the first route leaves far aside, to be an obligatory point. But on further consideration he held, in I880-81, that this route would "sacrifice the best interests

* Chief Commissioner's letter No. 1789 of 4th
March 1881.

* Chief Commissioner's letter No. 1789 of 4th
One of the Bilaspur District, "the richest portions of which lie to the west and north-west.* He consequently decided

on the third route, which is a medium between the two, and is the final project for extension, which has been since matured. The soundness of his conclusion was confirmed by the enquiries made of the Commissioner of the Chhattisgarh Division and other local officers by our Hon'ble Colleague, Mr. Hope, when visiting Nagpur and Nandgaon in March last. We consider it to be finally established by the able report of Mr. J. B. Fuller, the Director of Agriculture in the Central Provinces, forwarded herewith, which shows the necessity of affording a fair balance of railway facilities to the wheat and oil-seed-producing tracts of Chhattisgarh on the one hand, and to the soils best suited for rice on the other. Whether the line should turn eastward immediately after crossing the Maniari at Sargaon, or at a point closer to Bilaspur (on the south), is a matter of detail which will depend on the prospects when construction is actually in hand, of the project for connecting Chhattisgarh with

† See our despatch No. 83 Railway, dated the 2nd June 1883. Central and Northern India by a line from Bilaspur, through the Rewah coal-fields, to Etawah or Lalitpur on the Bhopal-

Gwalior Railway.

8. It had been assumed so far by the Central Provinces authorities, that the line would unquestionably be continued eastward from Bilaspur

through the tract north of the Mahanadi already referred to, so as to serve the remaining eastern portion of those provinces. But a new aspect was imparted to the discussion when, in 1881, the project of a through line was seriously taken up on the applications of Messrs. Burn and Co. and Hoare, Miller

and Co. The Bengal Government submitted * a series of notes by Mr. Ball, of * No. 1607R. of 15th June 1881. the Geological Survey, Mr. Hewitt, the Commissioner of Chota Nagpur, and the Central Provinces authorities. Retaining Barrakur, Ranigunj or their vicinity as the objective point, in accordance with previous generally accepted ideas, Messrs. Ball and Hewitt advocated totally different routes therefrom to Bilaspur.

Mr. Ball was in favor of a line passing through Purulia, Seraikila (Chyebassa), Kolabira, Pudampur, and the fertile tract north of the Mahanadi, already referred to, and he pointed out that this line would pass through the copper ores of Singbhoom and the coal fields of Hengir, and would allow of a branch being thrown off from some suitable point to Cuttack, the head-quarters of Orissa. Mr. Hewitt, in the interests of his province, strongly urged that the line should go west from Barrakur up the valley of the Damuda, then scale the Chota Nagpur plateau to Ranchi and Lohardugga, and proceed through the Native States of Burwah, Sirguja, Uprora, Korba, and down the Husdo to the vicinity of Bilaspur. He also proposed a branch from the vicinity of Lohardugga to Gya. He claimed for this project the advantages that it would pass through the coal fields of the lower Damuda valley, of Sirguja, and of Korba; that it would open up the resources of Chota Nagpur; and that it would prove as remunerative as the southern route favored by the Central Provinces and Mr. Ball. His views were explained in great length in three notes on this occasion, and were also sum-† Secretary of State's Despatch No. 98R. of 27th July 1882. med up in a note dated June 11th, 1882, and presented to Your Lordshipt in

England.

The Central Provinces authorities pointed out that Mr. Hewitt's route would not meet the wants of their Eastern Colonel Mayne's note dated 26th March 1881. Chief Commissioner's letter No. 3009 of 7th Districts. The line through these districts would, they showed, run "for the most April 1881,

"capable of great improvement," as also "benefit the fertile district of Sambalpur, which is already cultivated to the extent of 750,000 acres," and open up the Hengir coal fields, while to the north of it "stretch extensive ranges of sal forests, the timber of which can be floated to the vicinity of the line by the several large streams that flow from the north at right angles to the Mahanadi," and would "undoubtedly prove a financial success." They also argued that the northern or Sirguja route would neither be any advantage to the Central Provinces nor, on Mr. Hewitt's own showing, remunerative in itself. Finally, as a middle course which might meet the chief needs of Chota Nagpur without sacrificing those of the Central Provinces, they suggested the possibility of a route leaving their "southern route" in the locality of Suadi and crossing over the Chota Nagpur plateau to Barrakur.

9. As this important question could obviously not be otherwise settled, we ordered, on the recommendation of the Bengal Government, a thorough investigation of the three rival routes, to be made during the cold season of 1881-82, by an ample and efficient staff under Mr. W. H. Parker, M.I., C.E.

10. The preliminary report of this investigation was forwarded to Your Lordship on the 8th May 1882 (Despatch No. 126A., Finance and Commerce) with Messrs. Hoare, Miller and Co.'s proposals and our provisional opinion, in which the Bengal Government concurred, that the southern route was the proper one to follow. On the 9th September 1882 (No. 113 Railway), we transmitted Mr. Parker's full report, accompanied by a final opinion in favor of the southern route by the Lieutenant-Governor of Bengal, and our own to the same effect. The concurrence of the Chief Commissioner, Central Provinces,

in this conclusion was submitted to Your Lordship with our Despatch No. 118R. of 26th September, 1882. We likewise received an intimation from Messrs. Hoare, Miller and Co. that they would accept no other route. Messrs. Burn and Co. took the same view, in their proposals forwarded with our Despatch No. 148R., of 7th November 1882. On the 19th December 1882, we also reported (Despatch No. 170R.) that at a conference held at Gya between our Hon'ble Colleague Mr. Hope and certain local and other officers deputed by the Government of Bengal, the "southern route" was unanimously approved of, Mr. Hewitt himself concurring, and stating that he had now satisfied himself that the wants of Chota Nagpur would be best satisfied by lines in a transverse direction, viz., from Benares and Gya, through the province southwards, to Cuttack.

11. The grounds of this decision in favor of the southern route, as to which all authorities in India and Messrs. Hoare, Miller & Co., are unanimous, can best be gathered from a study of the very voluminous correspondence accompanying the preliminary and final reports of the survey of 1881-82, which are before your Lordship. But they are well stated in the letter of the Governbefore your Lordship. But they are well stated in the letter of the Government of Bengal, No. 2519R., of 31st July, 1882,* and are summarised in paragraphs 3 to 5 of our Despatch quoted marginally. The particulars of the three routes as then reported were as under:—

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The northern route may be said to have been condemned, because it (1) would not serve the eastern part of the Central Provinces; (2) allowed of no branch to Orissa; (3) did not suit the wants of Chota Nagpur itself; (4) would be expensive to work, owing to numerous and long heavy gradients; (5) afforded small traffic through a large portion.

The intermediate route was generally rejected, as passing through a rugged country, involving expensive working, and not meeting generally the wants of any of the provinces concerned.

The southern route was accepted as meeting satisfactorily the wants of all, viz.—(1) serving the Central Provinces in full; (2) admitting readily of a branch to Orissa; (3) traversing the whole Manbhoom and Singbhoom Districts; (4) intercepting at right angles, within easy distance, all the traffic westwards from Chota Nagpur; (5) commanding the largest extent of cultivated and culturable country; and also as being (6) the shortest in length, and (7) the cheapest to work, in consequence of its easier and shorter gradients and its flatter curves. We may add that the above conclusions, both administrative and financial, are now corroborated by the location survey of this route completed last cold weather, the report on which accompanies this Despatch, together with a letter of approval from the Lieutenant-Governor of Bengal.

12. It will have been observed that the junction of this route with the East Indian Railway has been spoken of by various writers in the course of the correspondence, as at Barrakur, at Sitarampur, and at Raniganj. We may therefore mention that Sitarampur is the station finally selected, in order to avoid a double crossing of the Barrakur and Damuda rivers, and to secure the most favorable site on the latter. The matter is explained by Mr. Parker in the Enclosure No. 1 to our Despatch No. 126A., Finance and Commerce, dated 8th May 1882.

13. Although we have thus finally selected the "southern route," our review of the question of route would be incomplete without some notice of the alternative of carrying the line from the locality of Chyebassa direct to Howrah viá Midnapur. This alternative had our

Extract, paragraph 3 of letter to Government of Bengal No. 622R.C., dated 18th August 1881; enclosure No. 4, to Despatch to Secretary of State No. 121R., dated 22nd October 1881.

State No. 121R., dated 22nd October 1881.

3. "The Government of India, in considering the question of the direction of these lines has preferred the northern line to any running from Calcutta, viá Midnapur and Cuttack, because the Railway being undertaken to a great extent for famine protective purposes, it seems that the coast canals will partially protect this latter country, while it will be easy in the future to make a junction of the northern line, from some point north of the Mahanadi river, with Cuttack, should such a measure prove eventually desirable."

consideration.

viá Midnapur. This alternative had our careful consideration in 1881, and when ordering the preliminary surveys in that year we addressed the Bengal Government as per margin. We likewise examined the proposal of Mr. Prestage in 1877, already alluded to (vide supra, paragraph 3), and came to a conclusion adverse to it, on the score of its being both expensive and unnecessary. We consequently remarked, in our Despatch No. 118 Railway, dated 26th September 1882, that the Midnapur route did not require any present

- 14. In January last, however, Mr. Prestage reopened the question, so we directed a reconnaissance to be made, under Mr. Parker's orders, of the best line from a suitable point on the southern route, near Chyebassa, viá Midnapur, to Howrah. The result, together with the opinion of the Government of Bengal upon Mr. Spring's reconnaissance, and a letter which we have addressed to the Bengal Chamber of Commerce, will be found among the enclosures to this Despatch.
- 15. It will be observed that, comparing the route from Dugni to Howrah direct vid Midnapur, and to Calcutta, vid Sitarampur and the East Indian Railway, there would be by the former a saving of 71 miles in distance run, but an excess of 67 miles of new line to be constructed, and of R1,28,01,245 in capital outlay. Moreover, by the interest on this additional sum, by the absence of the cheap coal obtainable at Sitarampur, and by the heavy maintenance of embankments and large bridges subject to frequent floods and to the risk of cyclonic waves, the Midnapur line would be so weighted that a ton of goods could be carried as cheaply vid Sitarampur. In time there might be some saving, but this would be ill compensated for by a terminus at Howrah, which, now that the bridge at Hooghly is in progress, is generally considered to be less convenient than the east side of the river.
- 16. Independently of the above considerations, there can be no doubt between the amount of traffic which would be served by the two. The peculiar virtue of the Sitarampur route, in acting, as has been explained in paragraph 19, as an intercepting drain to the traffic of the whole country west of it, would be lost by the adoption of its rival, and the bulk of the traffic of Chota Nagpur and Manbboom would continue, as at present, to wend its way painfully in bullock carts to the various stations on the East Indian Railway. The first portion of the route, from Dugni to Midnapur, is confined by hills and sparsely populated; the second, from that town to Calcutta, is already well served by the Midnapur canal, which last year carried 329,000 passengers and 138,000 tons of goods by steamers and boats, and might prove so formidable a competitor that the line might be reduced to the through traffic from beyond Dugni as its principal remuneration. The contrast between the two is clearly put in paragraph 82 of Mr. Risley's note, to which, as also to the Lieutenant-Governor's opinion contained in No. 2948R., dated the 28th July 1883, we would invite attention. It is quite possible that at some future date, when the trade of the Central and Upper Provinces, and of Chota Nagpore, has largely developed, a line from Dugni to Howrah, or preferably Hooghly, may be found to be remunerative, but there is nothing at present to justify the abandonment, for it, of the obvious advantages of the Sitarampur route.
- 17. This conclusion, adverse to the Midnapur route, is in harmony with that arrived at on previous occasions when a railway to Midnapur, with exten-

sion westward, has been under consideration, and we see no ground for questioning its soundness.

Gauge.

- 18. We touch on this question in accordance with the request in Your Lordship's telegram of the 9th March last, but shall do so with reference solely to the circumstances of the particular line under consideration. We do not feel called upon to enter into any discussion of the relative merits of the broad and metre guages in the abstract. During the earlier discussions regarding the Nagpur-Dongargarh Railway except those in 1867, when the Government of India expressed itself on Imperial grounds in favor of the broad gauge, it was assumed that the guage should be metre because, as would appear, that gauge was at the time believed to be generally suitable to the traffic demands and limited financial resources of India. In 1876, however, when the necessity for discriminating between mere local lines, and main communications, liable to heavy demands for through traffic, special exports or military exigencies had become apparent, and had been recognised by the Secretary of State for India in the case of the Punjab Northern and Indus Valley State
- * Despatch No. 29, dated 3rd February 1876. Railways, Lord Northbrook's Government advocated* the adoption of the broad guage for the Nagpur-Dongargarh Railway. The grounds assigned were the convenience to the grain traffic, and the saving in coal supplied from the Warora collieries, by avoiding transhipment at Nagpur, but we believe the probability of eventual extension to Bengal was also taken into account. The Secretary of State disapproved of this departure from the original project, on the ground that "no reasons are assigned for the proposal which might not be applied to every new line of railway," and the line to Nandgaon has consequently been constructed on the metre gauge.
- 19. We understand the policy, in respect of gauge, accepted for some years past by the Government of India and the Secretary of State to be as follows. The metre guage is to be invariably adopted for provincial and local railways, "specially constructed for a slow goods traffic," designed "to stimulate the exchange of commodities and provide for a goods traffic with special reference to local needs and local means," regarding which "it may certainly be said that the traffic upon them will be light," and that "a network of subsidiary lines" of this nature, at the lowest possible cost, is to be promoted as far as possible. The broad guage, on the other hand, is recognised as suited to "supplementary through lines of communication," or those which are "desirable on strategic and military grounds," and while demands for such are to be examined with caution, they may be admitted where the traffic can be shown to require it, and in the case of existing metre gauge lines, relief to the trade of the country may be afforded even "by relaying them on the broad gauge." †
- 20. Concurring in this policy, as our recommendations in respect of various railway projects on the metre gauge will have shown, we consider that the present instance is undoubtedly one for the adoption of the broad
 - (a) The line is a "through line," covering the shortest distance between Bombay and Calcutta, and though the through traffic may not be very heavy, the double break of gauge, which would result from interposing the narrow gauge between two broad gauge lines, would cause serious delay, inconvenience and expense.
 - (b) The line will likewise, if the Nizam's Railway be constructed, become a "through line" to the Deccan and the Madras Presidency from the whole of Eastern India, and from Northern India also, if the Bilaspur-Katni-Etawah project should be carried out.
 - (c) The line is also a grain exporting line to both ports, from a point, which may be termed the "traffic-shed," somewhere in

[†] The quotations are from Lord Lytton's speech in the Legislative Council on 27th December 1877, and minute dated 12th March 1878, appended to the Financial Statement for 1878-79. We use them as the latest and clearest peciarations on the subject.

the Chhattisgarh country. This point will vary according to the speed, cost of transport and facilities offered in each direction. Rombay will probably retain much of the area it now commands; Calcutta will also draw largely on the eastern districts of the Central Provinces, as it once used to do, and will profit by the vast increase of cultivation which may be confidently expected in them. A break of gauge, we may remark, is especially prejudicial to the wheat trade, because not only is the margin of profit on this article, in competition with America and other countries, so narrow that an a ddition of even about four annas per ton is undesirable, but also the uncertainty as to when a consignment once started will, after breaking bulk, reach the port of embarkation, deranges the shipping arrangements, and often leads to loss on freight which has been taken up. To the Bombay grain trade, we have ascertained that the break at Nagpur is already a source of uncertainty, delay and expense, which demands early removal; on the Calcutta trade, interposition of a similar obstacle at Sitarampur would be unjustifiable. But besides this, the Nagpur-Nandgaon metre gauge line already finds difficulty in disposing of the traffic crowding to it, and we consider that the adoption of this gauge throughout would, in view of the prospects of the grain trade, especially in wheat and oilseeds, be an improvident act, certain shortly to demand a costly remedy.

(d) Moreover, the line is a trunk line, destined inevitably, and we hope at no distant date, to receive four important connections, viz., (1) Raipur to Vizagapatam, 372 miles; (2) Bilaspur, through the Rewah coal fields, to Saugor and Etawah, 352 miles; (3) Chyebassa (or other suitable point) to Cuttack and Pooree, 236 miles; and Dugni (or other suitable point) to Chota Nagpur, Mogulserai and Gya, 388 miles. Whether these connections be on the broad gauge or on the metre, the traffic to and from them will be a material addition to the traffic proper to the main line, increasing

the necessity for broad gauge on the latter.

(e) Again, the line will be, as we shall presently show, essentially a faminerelief line. Whether the occasion be(as nearly occurred in 1 868-69) a famine in the Central Provinces, or (as will ordinarily happen) a demand on the proverbial "granary of India" for relief to Behar, to Bundelkhund and the North-West, or to Western and Southern India, the broad gauge carrying power and the absence of break will be essential to an effective response.

(f) Moreover, the line will be a mineral line, carrying supplies of coal for other railways, especially the first and third of those named in clause (c) above, and will thus get another special addition to the ordinary traffic on it, affording a further reason for adopting

the broad gauge.

(g) The mercantile community in general are decidedly in favor of the broad gauge throughout. In May 1878, the Bombay Chamber of Commerce memorialised us, strongly deprecating the adoption of the metre gauge from Nagpur eastwards, The Bengal Chamber of Commerce take the same view, and we have lately received from them three communications* remonstrating against extensions

29th November 1881, 9th March 1882, 2nd May 1883.

on this gauge from Dongargarh. In this they are fully supported by the Lieutenant-

Governor of Bengal. (h) Finally, both the firms which have made proposals for forming a Company to construct the line, Messrs. Hoare, Miller and Co. and Messrs. Burn and Co., make the adoption of the broad gauge, and the conversion of the metre gauge section from Nagpur to Nandgaon, a sine quá non. They may be presumed to know what is best in their own interests.

We have no hesitation in holding that the above reasons are special, not such as might be applied to any line of railway, and that they justify, consistently with the present accepted policy, the adoption of the broad gauge in this case. We may add that there need be the less hesitation as to the conversion, seeing that the cost will be borne by the Company, and the material and stock returned to us can be readily utilised on other State Railways.

Cost.

"I think it should be laid down that expensive station buildings are unnecessary. The roadway, with the permanent way, and all bridges, should be thoroughly substantially built; but the barest necessities should suffice, at first at least, for station buildings. I think considerable economy may be secured by avoiding expensive wells and watering arrangements at all stations, and taking advantage of some of the rivers crossed by erecting the watering arrangements at the bridges."

21. Sitarampur to Bilaspur.-The results of the location survey made during the past season are now reported (enclosure No. 1) as 3654 miles, estimated by Mr. Parker to cost, including land, R2,98,96,970, or R81,853 per mile. In this estimate, it is possible that some rates may prove to be rather low, but materials and labour are probably cheap throughout a great part of the country traversed. Upon this subject generally we concur

with our Director General of Railways (Colonel Stanton) whose remarks, recorded in 1881 with reference to this line, are quoted marginally. On the whole, and assuming that a private company will look actively after their own interests in every particular, we think that an estimate of \$82,000 per mile should be ample to cover all contingencies. The total for this section will thus become R2,99,70,000, or 300 lakhs in round numbers.

	Miles.	Total.	Rate per mile.
Nandgaon to	43	R 24,30,000	R 56,512
Raipur. Raipur to Bilas- pur.	71	45,89,138	64,847
	114	70,19,138	61,571

22. Bilaspur viå Raipur, to Nandgaon.—This section has been completely surveyed and estimated for on the metre gauge, with the result shown in the Considering the easy and well margin. ascertained nature of the country, we think it will be sufficient to allow R81,500 per mile for this section, or 93 lakhs of rupees in round numbers. If the line should turn eastward a little south of Bilaspur (Supra, paragraph 7) this amount may not be reached.

23. Nandgaon to Nagpur. Purchase and Conversion.—The proposal of Messrs. Hoare, Miller and Co., in respect of Enclosure No. 3 to our despatch No. 126A.,
 Finance and Commerce, dated 8th May 1883. this * is that the Company are to purchase the Nagpur and Chhattisgarh Railway "at the cost price of that line, plus the net simple interest on cost calculated up to the date of transfer, and as calculated by Government." It had been un-

† As it is in clause IX of Messrs. Burn and Company's proposal, forwarded with our despatch No. 148R., dated 7th November 1882. derstood in the course of the negociations, though not clearly expressed in the sentence quoted,+ that the "cost price" means the total amount spent by Gov-

ernment with the exception of the value of the metre gauge permanent-way and rolling stock, which will be returned to Government by the Company as the conversion proceeds.

24. We consider that the best method of carrying this arrangement into practice will be for the Company to take over the existing line, as it stands, immediately on the execution of their contract, at the price booked as its cost plus the balance of the interest account on the date of transfer minus a suitable allowance for depreciation of way and stock up to date. The Company would then work the line, the earnings of which would be a set off to interest on their capital during the construction of their whole undertaking, would convey over it to Nandgaon and intermediate stations a supply of broad gauge materials wherewith to effect the conversion and push on the extension, and would ultimately effect the conversion, from one or other ends, at their own convenience and without interruption of traffic. The metre gauge materials and

stock, as released, would be made over to the officers of Government at Nagpur or wherever it might be found convenient to send them, with reference their ultimate destination. The materials and stock so received should then be valued with reference to their condition at the date of delivery, their destination, and the market price of the day, and the amount thus determined should be adjusted against the total cost price at which the line was originally handed over.

25. It is obviously impossible to frame beforehand anything more than

Cost of existing line, 148 miles, on 30th June 1883, including rolling stock under supply, but without allowance for present Kanhan bridge, not to be utilised.

Balance of interest account up to 30th June 1883*

Estimated gross cost of conversion at 96,75,000 June 1883*
Estimated gross cost of conversion, at R48,000 per mile 2.07.000 71,00,000 Total gross cost . 1,69,82,000 Deduct—

(a).—Allowance for depreciation of way and stock
up to 30th June 1884 . 6,50,000

(b).—Approximate value of
materials to be transferred to Government on
June 30th, 1885* .27,00,000 33,50,000

Total net cost of converted line 1,36,32,000

a rough estimate of the net cost to the Company of the converted line. The Kanhan bridge, which was originally built for a road only, and has for some time been considered of doubtful security for even the metre gauge line now passing over it, must be restored to its original purpose and a new bridge constructed for the broad gauge line. It is understood that in the other bridges (with one exception) no material alterations are required to abutments or piers, but broad gauge girders will have to be substituted for the present superstructure. The permanentway must likewise be replaced and extra ballast provided. Minor alterations of stations and workshops, as also new loco-

motives and rolling stock, will of course be required. The condition of the metre gauge material on its return to Government will depend on the time it may have been in use, and the treatment it may receive, and its value at the time of transfer can be only guessed at. But we enclose, as the nearest approximation practicable, a memorandum prepared in our Public Works Department by the Officiating Director General, and the Consulting Engineer for State Railways, which shows a result of R1,36,32,000, summarised in the margin, as the cost of the converted line. The value of metre gauge materials to be returned to Government has been roughly calculated on the basis of existing market prices, with allowance for depreciation, cost of dismantlement, and cost of carriage to Bhosawal, which has been assumed as the point to which the material might have to be conveyed for distribution to other metre gauge

The amount recovered by the State under these arrangements, which would be about 63 lakhs of rupees, would be used in reduction of debt, or in augmentation of the cash balances and thereby avoiding borrowing, as contemplated in the "Remarks" regarding this project in Schedule A of our Despatch No. 26, Finance and Commerce, of the 23rd January last, where this recovery is estimated at 50 lakhs.

	Miles,	Estimate.
Sitarampur to Bilaspur Bilaspur to Nandgaon . Nandgaon to Nagpur .	R 3654 114 148	R 3,00,00,000 93,00,000 1,36,32,000
TOTAL .	6271	5,29,32,000

26. The total cost of the Railway from Sitarampur to Nagpur on the broad gauge would thus be as stated in the margin. This sum is larger, by about 30 lakhs, than that telegraphed to Your Lordship on the 6th ultimo, chiefly in consequence of more detailed information, and greater margin allowed, with respect to the cost of conversion. But it is little more than Messrs. Hoare, Miller and Co. were prepared for, and about what we ourselves originally anticipated. +

27. The information upon record regarding the produce, the capability for

[†] See paragraph 8 of our Despatch No. 126A., Finance and Commerce, dated 8th May 1882, and enclosure No. 2.

This would be reduced—
 On June 30th, 1886, to R25,50,000.
 1887, to R24,00,000.

development, and the wants as to communications of the Chhattisgarh country is exceptionally abundant. The document

Mr. Temple, 6th October 1863.
Mr. Morris, 21st May 1870.
Mr. Armstrong, December 1871.
Mr. Morris, 27th September 1872.
Mr. Morris, 6th March 1874.
Mr. Chisholm, 24th July 1877.

specified marginally are those which contain special references to traffic, and have all, we believe, been laid successively before Your Lordship. They all illustrate

the fact of a pressing need of railway communication penetrating into the heart of the Eastern Districts of the Central Provinces, and the certainty that such communication would be remunerative. They eventually led to the sanction and commencement of the Nagpur-Dongargarh Railway in 1878.

28. When submitting Messrs. Hoare, Miller and Co.'s proposals to Your Lordship on 8th May 1882, we considered these facts to be so well established and well known, and to be so strongly confirmed by the voluminous enclosures to our Despatch No. 121 of 22nd October 1881, as also by the rapid growth of the wheat trade and the readiness of private enterprise to embark on the construction of the railway with very limited support from Government, that it was superfluous to offer more than the general opinion in favor of the remunerativeness of the enterprise at an early date which is contained in paragraph 9 of our Despatch No. 126A. In reply, however, to

* Letter from Chief Commissioner, Central Provinces.

Note drawn up in Revenue and Agricultural Department.

Your Lordship's subsequent enquiries, we furnished the documents* forming the fourth enclosure to our Despatch No. 113R. of 9th September 1882. The first

and second enclosures likewise abound in interesting and valuable information as to traffic and produce furnished by the local and survey officers, which it was impossible to summarise. Further information being still desired, we now beg to forward reports by Mr. H. H. Risley, Officiating Deputy Commissioner of Manbhoom (who was placed on special duty, at the suggestion of the Lieutenant-Governor of Bengal) on the trade statistics, &c., of that part of Bengal affected by the proposed railway, and by Mr. F. B. Fuller, the Officiating Director of Agriculture in the Central Provinces, on the trade resources of Chhattisgarh.

29. Mr. Risley, a very careful officer who has given much attention to trade questions, and has already made useful contributions to our knowledge of Chota Nagpur, carries his description down to the Hengir coal field, on the confines of Sambalpur. He shows that owing to the geographical formation of the country, the main currents of export trade follow the natural slope from west and north-west towards the east, and converge gradually on the East Indian Railway between Burrakar and Burdwan. The imports return by the same routes. Consequently, a railway running round from Chyebassa to Sitarampur not only has no water communication to fear, but, owing to the peculiar conformation of the country, both commands the traffic of its own strip and cuts off, so to speak, the traffic of an enormous tract of country to the west, which can only find an outlet by flowing towards the new line. "It crosses, as it were, the mouth of an estuary and intercepts its entire contents." The declared imports and exports of certain specified articles Mr. Risley states to amount to 428,300 and 1,022,000 maunds respectively. But after explaining that no one who possesses a fair general knowledge of Chota Nagpur would accept these figures as approaching the truth, he adds "no attempt has been made here to anticipate the enormous extension of the import trade which will

† Possessing an area of 43,026 square miles and a population of 4,903,991. At present Chota Nagpur† is in a primitive stage of economic development * * no attempt has been made to estimate the quantity of coal, dyewoods, iron, limestone and tassar cocoons which the railway may be called upon to carry. The possible development of rival coalfields, the success of the Barrakur Ironworks, the demand which may spring up for indigenous dyes, and the prospects of tassar silk in the European market, all these causes are too obscure and too complicated for it to be possible to anticipate their results and express them in a statistical form. It can only be said that these factors may have an important influence

on the future of the railway, and that some of them stand a fair chance of coming into play on a large scale within the next ten years."

30. Mr. Fuller, whose statistical experience as Assistant Director of Agriculture in the North-Western Provinces is well known, presents coloured maps indicating the density of the population, and the proportion of soils suited for wheat and oil-seeds, together with a sketch of the routes. Owing to a large portion of Chhattisgarh consisting of zemindaries and chiefships, these facts as to population and soil constitute a more reliable indication than estimates of produce. It may, however, be mentioned that in the *Khalsa* portion only of the Raipur, Bilaspur and Sambalpur Districts the total cropped area is 3,804,147 acres, while the black soil suitable for wheat, but still uncultivated is 1,007,832 acres. The annual demand for salt is put at 450,000 maunds, and for European piece goods and metals at 120,000 and 80,000 maunds respectively. Confidence is expressed that by the removal of the difficulty of communication "a large export would be at once created. In this export trade wheat, rice and oil-seeds would form the staple commodities, but a considerable accession of traffic may be expected from forest produce, especially lac." In illustration of the effect of adequate railway facilities, Mr. Fuller states that the railway took comparatively little when open only to Amgaon, but the extension to Dongargarh raised the exports to 754,655 maunds, and that to Nandgaon to 1,492,653. We may supplement his account by the following extract from a communication lately received from the Commissioner of Chhattisgarh :-

"The Nagpur and Chhattisgarh metre gauge line was opened in February with a great flourish of trumpets to Raj Nandgaon. In twenty-one weeks that line has carried 5,147 tons of goods, mostly grain. Carts have been travelling into Nandgaon carrying grain at the rate of 1,000 to 1,200 per day. And if the line was only open to this, I believe that Raipur would become an immense grain depôt, where sufficient would be stored to keep the line occupied the greater part of the rains. As it is, there are immense stocks of grain here. The heavy traffic over the eastern road (i. e., the 43 miles between Raipur and Nandgaon) has cut the road to pieces, and the two rivers make cartage so difficult, that the traffic is now stopping; but the people are very auxious about the railway. This is not surprising, when you look at the rise in cart hire: formerly Rs. 3 covered the cartage of one cart = 12 to 15 maunds from this to Nandgaon; this year the rates have risen from R12 to R16 per cart for the 43 miles. This high rate swallows up nearly the whole of the profits, so that much of the later grain dealings have been carried on at a loss.

"There is no doubt that Chhattisgarh is a perfect granary, with considerable opportunity for expansion. The dense population is all crowded together into a comparatively small area, but there is room and to spare all round for all the superfluous population that exists, and good land in abundance waiting for people to cultivate it. They will be forced to take to migration to these cultivable wastes when the railway drives up prices. At present a man earns enough in three days to keep him for seven, so he idles away four; and he will have no inducement to work until he sees than he can get a fair price for the grain raised. Now the prices that reach the cultivators can barely cover the cost of cultivation.

The whole country is covered with speculators, agents from Bombay firms, &c. Some of them have made a good thing of it, but the rise in cart hire has reduced the profits to a very low ebb."

31. These accounts by Messrs. Risley and Fuller, together with the other information previously supplied, the and memorandum by Mr. Jones, show that the railway will have an ample and increasing traffic arising from stations throughout the greater part of its length. There is, however, a portion of about 80 miles near the centre of the line from which much cannot be expected locally, beyond the sâl timber which the vast adjacent forests supply. This section will, however, be relieved from unremunerativeness by the through traffic in grain and oilseeds from Calcutta which the eastern part of Chhattisgarh and Sambalpur will afford. We have already alluded [paragraph 20 (b)] to the point, or "traffic shed," whence the produce will flow eastward, and to the difficulty of predicting whereabouts it will lie. It may, however, be expected to be ordinarily quite as far west as Bilaspur, and thus to secure a very large through traffic for the section to which we allude. The Hengir coal also will travel eastward over this section until it meets that produced from the Raniganj collieries.

32. Hitherto we have dealt only with the traffic normal to the localities traversed by the line; but it must not be overlooked that the line may calculate also on receiving, to a greater or less extent, according to circumstances, (1) an additional normal traffic from the connections or subsidiary lines referred to above [paragraph 20 (b) and (d)], and (2) an abnormal grain traffic in times of scarcity or famine, which are unhappily, too frequent in one part of Ir dia or another.

33. In concluding this branch of our subject we have only to remark that we consider a mass of concurrent testimony, such as that which has been brought forward, to be far more to be depended upon than any statistical tables compiled from returns of present traffic passing particular points, because a large portion of traffic everywhere avoids such points, and existing traffic is no sufficient criterion for railway enterprise in any country known to be greatly improvable.

"If the cost of carrying a ton of goods is reduced, by the substitution of railway conveyance for carts, from three annas per mile to half an anna, it is certain," urged Lord Northbrook's Government in 1876,* "that when,

*No. 29R., 3rd February.

as in this case, the produce and the demand exist, the number of tons carried will increase in some proportion to the reduction in the cost of conveyance. The increase of traffic from the lowering of the rate for carriage is a simple and certain consequence of the ordinary laws of trade, and should be calculated on in any estimate of railway earnings."

Remunerativeness.

34. On this point we would in the first instance invite attention to the fact that a long series of local authorities have for twelve years past insisted on the remunerativeness of a line reaching the heart of the Central Provinces, have supported their opinions by statistics which were admittedly within the truth, and have been willing to incur the risk of the undertaking out of the limited resources provincially assigned to them. The net return they anticipated was not less than from 4 to $5\frac{1}{2}$ per cent. The Governments of Lord Lawrence, Lord Mayo and Lord Northbrook have in succession favored such a line, and the later while anticipating "certainly $2\frac{1}{2}$ to 3 per cent. at the outset" reckoned on an increase of traffic "seeing that the country to be opened out is rich in produce, which has hitherto been locked up for want of means of communication." Experience is already verifying these anticipations, the first section

35. Regarding the larger project now under consideration, we can fairly say that it is supported by statistics not less complete, and traverses tracts of country not less promising or less distressed for want of an outlet, than those just referred to. It possesses, moreover, two singular advantages;—in working, that of good coal procurable, actually at one terminus, within easy distance of the other, and also at a convenient point on the line between the two; in construction, that of cheap labour, of abundant timber, and, if your Lordship should give effect to our recommendations regarding the Bengal Ironworks, of permanent way and other iron and steel requirements manufacturable close

Report, dated 10th June 1882, paras. 79 to 99.
Bengal letters No. 2519R. of 31st July 1882, and No. 2948R. of 28th July 1883.

The Lieutenant-Governor of Bengal thinks that this is probably an underestimate, and that "the prospects of the undertaking are most hopeful." The opinion of mercantile men, some of them well acquainted with India and the local ties affected, may be gathered from the fact that they have been ready to embark in the undertaking with, at most, a guarantee of 4 per cent. for a period only sufficient to put it in working order throughout.

36. If the proposal were to construct the Sitarampur-Nandgaon section as a broad-gauge State Railway, and to convert to that gauge the open continuation to Nagpur, we should have no hesitation in recommending the work as technically "Productive," that is to say, as one which "may fairly be estimated to pay, within a maximum limit of five years from the date of the line being open for traffic, 4 per cent. on the capital invested." Much more, then,

*Secretary of State's Despatch No. 1 Financial, are we able to support an application from dated 6th January 1881.

*Reliable private individuals for the limited aid in starting the undertaking which alone they ask, and deem to be sufficient.

37. As to the exact nature of this aid, we have already, in our despatch No. 29 of 23rd January last, recommended the adoption of the "Bengal Central" terms and the debit to the head of 31. Famine Relief and Insurance of whatever interest charge may be incurred. Regarding this we may remark

Α.	Existing line Completion			:	Miles, 148 4794	Cost. £ 1,000,000 3,040,000
в.	Total to Proposed proje Less recovered	ect	plete		627 6271	4,000,000 5,293,200 270,000
	Net amount to	be p	guaran	teed		5,023,000

that the liability of Government will be for interest on an amount only one-fourth more than would be required to complete the existing project, but with the corresponding advantages that (1) a broadgauge line will be obtained instead of a narrow one; (2) the liability will terminate in a few years instead of being for a permanent increase to the debt of India;

(3) a certain share of profits in the future, and certain rights of purchase will

Circumstances having somewhat changed in the money market and otherwise, since January last, we may state that we see no objection to such reasonable modification of the "Bengal Central" terms, in harmony with their general principle of a strictly limited guarantee, as may suffice to secure the early launching of the undertaking. For instance, we should see no harm, but rather, some advantages, in the debit of interest during construction to capital, and the commencement of the guarantee agreed on from the date of the opening of the line. We telegraphed to your Lordship in this sense on the 10th ultimo in the case of the Bhopal-Gwalior-Cawnpur Railway.

38. So far, we have treated the question as one of direct liability, return and profit. But the indirect advantages of railway extension are too important to be ignored. One of your Lordship's predecessors addressed the Government of India on this subject as follows:—

"Though equal profits may not be obtainable from future lines, this does not constitute an unanswerable objection to further extension. For lines which in themselves are perhaps unremunerative may be of the highest political and social, and indirectly, even of great commercial value. Thus a line which connects important strategical points may produce an economy of military expenditure far more than sufficient to cover any loss which may arise from the working of the line itself. Again, a line which facilitates the carriage of food in districts where harvests are uncertain may be of the highest value, though not directly remunerative. The same may be said of lines which facilitate the intercourse of remote and backward districts with the more advanced, or which enable the people to come more easily and frequently to markets, to courts of justice, and so fourth, or enable Magistrates to visit their districts with greater convenience. These are only a few of the many indirect advantages attending the extension of railways, which justify us in laying down the principle that direct commercial success is not to be regarded as the one single test of their value." (Despatch No. 3, dated 16th January 1868).

These remarks have special applicability to the present case.

39. The first and perhaps one of the most pecuniarily valuable of the indirect advantages of this railway, is the power it will confer of increasing the land revenue of the Raipur and Bilaspur districts at their approaching re-settlement in 1885-88. This point has been repeatedly mentioned in

Despatch No. 68R., of 18th April 1872.
"No. 29R., of 30th February 1876.
the correspondence to which we have alluded in paragraph 29, and has been twice brought specially to the notice of

the Secretary of State. Colonel Keatinge estimated at $2\frac{1}{2}$ lakhs of rupees the increase of assessment attributable to the new railway facilities alone. Supposing that it amounted to $1\frac{1}{2}$ annas per acre, the annual proceeds would be about Rs, 2,75,000 or Rs. 3,00,000 at once, and probably double this twenty years hence, on the expiry of the revised settlement, owing to increase of cultivation and rise in prices. This would be a material and permanent set-off to any temporary liability the Government might now incur in starting the line. We would invite special attention to the remarks upon it of the present Chief Commissioner of the Central Provinces, Mr. Jones, in the memorandum which is appended to this Despatch, adding that, unless the work be commenced without delay, it will be impossible to enhance the land revenue on the ground of facilities which do not exist.

- 40. Another indirect gain, which is certain to be large, is the increase of receipts, in which the Government will share, from the additional traffic which this railway will throw upon the Great Indian Peninsula Railway at one end and the East Indian Railway at the other.
- 41. Another obvious, though less easily calculable, indirect advantage is the relief to exchange which must result from every increase to the exports of India. Considering that the tract commanded by the proposed line is one which produces in vast quantities, and is capable, with better communications, of producing far more largely still, the two commodities, grain and oil-seeds, which are in demand in Europe, we think this advantage is too important to be ignored.
- 42. But equal to, or it may be for greater than, either of the indirect advantages just named, in its pecuniary value to the State, and fraught also with influence on human life, is the protective effect of this line in time of scarcity or famine. Chhattisgarh is a region which has now been ascertained meteorologically to be favored with a rainfall more uniform, constant and sufficient, from year to year, than any other in India. It is thus, while almost exempt, except on very rare occasions, from risk of famine, able to come with grain supplies to the aid of other provinces where scarcity or famine prevails. But railway communication is indispensable to the use of this gift with promptitude and sufficiency. The risk which the Province itself ran during the dearth of 1869, for want of such communication, is described in Mr. Morris's minute of 6th March 1874. The great additional help it might have afforded, had such existed during the famine of 1876-78 in Southern and Western India, is obvious, and was recognised by Sir John Strachey in the latter year, in the following remarks on the Nagpur-Chhattisgarh Railway:—

"It is of urgent necessity to supply means for its construction at the earliest possible moment, as it will be specially useful as a means of bringing food grains down to the main line of railway in the Deccan, and thus be of great value in time of scarcity, as has been very truly remarked by Sir A. Clarke."

Supposing the line now under consideration to be constructed, the whole resources (vastly increased) of the tract referred to will be available at either end for famine relief of Behar and Bengal on the one hand, and of Western and Southern India on the other. Moreover, the addition hereafter of a branch to Cuttack will render impossible in Orissa a disaster such as that of

Vide paragraph 20 (c) of this despatch and despatch No. 83 R., dated 2nd, June 1883.

1869, while the connection of Bilaspur with Bundelkhand and Northern India will be a most important safeguard against

famine in that quarter.

In fact, so important do we consider the protective aspect of this project, that we should have been prepared to recommend it to Your Lordship as a Protective work, had any necessity existed for doing so.

43. In conclusion, we trust that we have now supplied all the information which Your Lordship desired to possess, and that it may be

held to warrant an arrangement with Messrs. Hoare, Miller & Co., at the earliest practicable date.

Railway Despatch to the Secretary of State for India, No. 17 of the 29th January 1884.

In our despatch No. 132 Railway, dated the 18th August last, we submitted what appeared to us to be all the information regarding the projected Nagpur-Bengal Railway which your Lordship had called for, and, after urging the importance of the question from various points of view, we repeated the hope, more than once previously expressed, that your Lordship would come to arrangements at the earliest practicable date with Messrs. Hoare, Miller and Company for the construction of the line.

- 2. It is with much regret that we have received your Lordship's despatch No. 133 of the 31st October last, which informs us that pending the result of the enquiries of a Select Committee of the House of Commons, your Lordship is unwilling to enter upon arrangements with Messrs. Hoare, Miller and Company on the basis proposed by them.
- 3. Considering that this railway, in connection with two others,* is the centre of the main system of protection of 1. Bhopal-Gwalior-Cawnpur,
 2. Bilaspur-Etawah, all the Provinces of India affected by famine, and that the proposals in our Financial despatch No. 29 of 23rd January 1883, for constructing the three by private enterprise, with the aid of funds, which are now, subject to your Lordship's sanction, available, stood entirely by themselves, we had hoped that your Lordship would have dealt with them, as in the case of the Western Deccan Railway concession in November last, separately and irrespective of the general question of utilising private agency for railway construction in

The fact that these railways are of a highly protective character has we trust, been demonstrated to your Lordship's satisfaction in paras. 14 to 17 of our despatch No. 269 Finance and Commerce of 24th September last, and in para. 13 of our further despatch of this date, on Railway policy, to which the opinions of the Members of the Famine Commission now in India are appended.

- 4. While abstaining from further remonstrance against the postponement of a decision as to the financial basis on which this project is to be carried out, and the agency to be employed until the Select Committee of the House of Commons have reported, we feel it our duty to submit to your Lordship proposals by which the interval which must elapse before these points can be decided may be used to the best advantage.
- 5. In the first place, we would point out that a postponement of decision on the two points above mentioned need be no bar to the present consideration of the questions of route, gauge, cost, traffic, remunerativeness and indirect advantages, and to the formal sanction of the project as such.

We learn from the 4th para. of the despatch under reply that your Lordship considers the information furnished to be "most valuable," and infer that it is considered sufficient for the purpose. We are now able to supplement it in a few particulars, which we proceed to mention.

6. Route.—We have received your Lordship's despatch No. 136 of 31st October last, forwarding a request from Mr. C. Magniae, M.P., that a sketch survey may be made of the Howrah-Dugni route, on the ground that present intermation is so insufficient that it is impossible to make any reliable comparison between it and the Sitarampur route. Mr. Magniac was, we presume, unaware that Mr. Spring, one of our Engineers in the Railway Branch of the Public Works Department, had recently made the very careful reconnaissance of the section from Dugni to Midnapur, which we forwarded with our despatch of 4th August last, and that, as regards the Midnapur-Howrah section, the whole country from Burdwan downwards has been, during the last 25 years, so thoroughly surveyed, contoured and practically studied, in the course of the measures for minimising the loss by floods of the Damuda, Darakesur, Rupnarayan, Silhai and Kossye rivers, that no new surveys could add anything material to our present knowledge of the subject.

7. Our Hon'ble Colleague in charge of the Public Works Department, Mr. Hope, has recently visited Midnapur accompanied by the Director General of Railways (Colonel Stanton) and the Superintending Engineer, South-Western Circle (Mr. Vertannes), for the purpose of re-investigating the whole question.

As regards the engineering question, it may be explained that the course adopted with regard to the floods has been to protect certain portions of the country by means of allowing the "spill" of the great rivers to go freely over others. The area thus inundated by the Damuda river, over its right bank, extends from above Burdwan down to an embankment near the Oolooberia canal. It is about 63 miles in length and from 4 to 14 miles in width, and it is frequently submerged to depths varying from 8 to 18 feet. The portion of this across which it is understood, that it is proposed to take the railway is 8 miles wide. A somewhat less impracticable line is that discussed and estimated for in Mr. Spring's report and Mr. Levinge's note accompanying our despatch, which passes between the canal and embankment above referred to across a neck of land 4 miles wide between the Roopnarayan and Damooda. But it also is open to very serious risks and objections.

As regards traffic, it may be explained-

1st.—That it is an error to suppose that there is any considerable traffic flowing into Midnapur from the west. This was ascertained by our Hon'ble Colleague's personal enquiries of the Midnapur traders, assembled with the assistance of the Collector, and is corroborated by scrutiny of the canal returns, which show that out of an average total annual export and import traffic of 150,000 tons, only 12,000 tons (viz., 8,000 export eastward and 4,000 import) belong to Midnapur itself.

2nd.—That of the canal traffic itself, the greater part is received on the two reaches nearest Calcutta, and consists to a considerable degree of boats passing through it from marts on one side to marts on the other, to which traffic the railway would be no assistance whatever.

3rd.—That the needs of the Midnapur district are now fully provided for by the existing combination of good roads, rivers and canal, and would be comparatively little benefited by a railway. This sufficiency of provision was corroborated by the Agent of Messrs. Watson and Company, who own large zemindaries in this vicinity. The canal service is by no means indifferent, as has been asserted, and it is about to be greatly improved by the Calcutta Steam Navigation Company, who will place on it within a month's time four new steamers, which they have constructed specially for the purpose.

In short, there can be no doubt that the line from Dugni to Sitarampur would open out more country, and be of much greater use to commerce, than that to Howrah.

8. Gauge.—On this subject we may supplement our previous remarks in favor of the broad gauge by reference to paras. 8 and 9 of our despatch No. 9 Ry., dated the 22nd instant, and to the letter quoted marginally, which we forward herewith. The Bombay Government have likewise addressed to your Lordship a despatch, No. 23 of the 12th ultimo, strongly supporting a letter from the Bombay Government in the same sense.

We would also bring to notice the fact that the question of the necessity of doubling the Great Indian Peninsula Railway from Bhosawul in the direction of Nagpur is now under serious consideration, and that the measure certainly cannot be long deferred.

9. Traffic.—We append a statement showing the exports from Chhattisgarh during the first six months of 1883, which is the result of special registration by Mr. Fuller, the Director of Agriculture in the Central Provinces.

It has also been brought to our notice that the gunny bags for the wheat exported from Chhattisgarh are at present sent round from Calcutta to Bombay by sea and thence go by rail into the interior. On the opening of the proposed railway they would of course be sent direct, as there would be a saving of from R 16 to R 17 per ton in freight alone, irrespective of marine insurance and landing and despatching charges. On this point we enclose an interesting memorandum by Mr. A. P. Ralli of the well-known firm of Ralli Brothers. The cheapening of the through transit would, moreover, give a stimulus to the mill industry in the neighbourhood of Calcutta, as the article is used for various purposes in Western India.

We have obtained further information regarding the forests in the vicinity of the line of railway. These may be put in three groups—

1st.—Singbhoom and Lohardugga.—Here there are about 200 square miles of reserved forest of sål alone, and further reservations are contemplated. There are also open or district forests, and private forests. These would furnish two millions of cubic feet in 3 or 4 years, to begin with, and a large regular supply probably not less than 6,000 tons annually when proper facilities for getting the timber out have been provided. At present the whole of Bengal is supplied from Nepal with sål timber, which is very largely used. But the Nepal forests are believed to be rapidly becoming exhausted and the price is rising. The Inspector General of Forests (Dr. Schlich) calculates that the sål from the Sarunda and other forests in Singbhoom can be put into

	Teak.	Nepal sål.	Singbhoom sál.
Calcutta Mokameh Mogul Serai Allahabad Dacca	 R a. p. 2 0 0 2 6 6 2 10 4 2 12 2	R a. p. 2 3 0 2 3 0 2 6 0 2 8 0 2 6 0	R a. p. 1 7 3 1 7 1 1 10 10 1 13 0 1 12 9

railway trucks at the adjacent stations and laid down at Sitarampur at R1-4 per cubic foot. Its corresponding prices at other principal markets within easy reach and the present prices of Nepal sal and teak at the same places, are shown in the margin. The trade will be profitable at the outset and must develop largely as the Nepal supplies fall off.

2nd.—Tributary States.—The forests in these are known to be very extensive, but no details are available. The produce will, of course, have a longer carriage to bear in order to compete with forests more favorably situ...ed.

3rd.—Chhattisgarh.—The forests in this group are estimated to comprise 2,000 square miles of good high timber, the bulk of which is sâl. About one-fifth of the area belongs to Government, and the rest to feudatory chiefs and zemindars. Dr. Schlich estimates that they could yield not less than 10,000 tons of sâl timber annually, without reducing their permanent productiveness. With railway outlets from Bilaspur to Etawa, and to the westward, this timber would, no doubt, find a large market.

From the above it will be seen that the sal forests in the tracts referred to will, with the aid of the proposed railway, be able to supply the requirements of the whole of India, subject merely to the limitation caused by cost of carriage. The forests will likewise afford vast supplies of shell-lac, lac-dye and myrabolams, and may be expected to stimulate the trade in these articles.

The Hengir coal-fields are at present being carefully re-examined by Dr. King, Deputy Superintendent of the Geological Survey, specially along the line of railway, and the Government of the Central Provinces will make borings or shafts at any spot he may select for the purpose of proving the

coal. Its general quality is of course already well-known, having been more than once professionally reported on.

- 10. Remunerativeness .- On this subject we think it as well to point out that, although we have strongly advocated this line on account of its famine protective urgency, we have always considered it likely to be "productive" in a technical sense also (see para. 35 of despatch No. 29 of January 23rd, 1883, et seq). If the indirect returns to be received from it, which are explained in paras. 38 to 42 of our despatch of 18th August last, be also taken into account, it will be highly remunerative. It is thus both a "famine" and a "remunerative" line, but the former quality need be no obstacle to its being constructed by a private Company, nor the latter to its being treated as of famine urgency, irrespective of considerations of general policy.
- 11. The preceding five paragraphs have related to our first proposal, that formal sanction should be given to the project, as such, leaving the question of financial basis and agency to await the report of the Select Committee of the House of Commons.
- 12. Our second proposal is, that as soon as sanction has thus been accorded we should be permitted to commence operations so far as to take up the land throughout, and make the earthwork wherever labor is readily obtainable. By these means, and especially the taking up of the land, which is usually a tedious process, several months, or a whole season, may be saved towards the ultimate opening of the line. The necessary funds, which would not be large, we should be prepared to advance from the Productive Public Works grant, subject to repayment, as in the case of the South Mahratta Railways, in the event of the ultimate decision being to give over the project to a Company.

Independently of the gain in time towards opening, two other reasons for the course we recommend may be adduced. First, the re-settlement of the land revenue of the Bilaspur and Raipur districts will commence next year, and unless the railway be in progress, it will be impossible, as we have already pointed out in para. 39 of our despatch of 18th August 1883, to provide for the enhancements which may fairly be attributed to railway facilities; secondly, the scarcity to which reference is made in the third paragraph of the letters from the Government of Bengal, forwarded herewith, prevails with some severity in the tract between Dugni and Sitarampore, and the prompt commencement of earthwork on this section would be a very welcome relief.

13. In conclusion, we trust that our present ad interim proposals may meet with your Lordship's approval, and that we may be informed accordingly by telegraph.

No. 4513 R., dated 27th December 1883.

From-H. C. Levinge, Esq., Secy. to the Govt. of Bengal, P. W. Dept., To-The Secretary to the Government of India, P. W. Dept.

I am directed to acknowledge the receipt of your letters marginally noted,

No. 735R.C. of the 18th August 1883, forwarding copy of a Despatch to the Secretary of State.

No. 1090R C. of the 15th December 1883, enclosing copy of the Secretary of State's Despatch No. 133 of the 31st October 1883.

No. 1099R C. of the 18th instant, with copy of a letter from the Government of Bombay to the Secre-

on the subject of the Bengal-Nagpur Railway, and in reply to communicate the following observations:-

With the conclusions arrived at in the Despatch to the Secretary of State, No. 132 of the 18th August, the Lieutenant-Governor fully concurs, and

he notices with regret the decision of the Secretary of State to postpone the construction of this most important railway regarding which the fullest information has been arready collected. The line has been carefully laid out on the ground throughout its entire length, the detailed drawings and estimates have been prepared, all statistical facts have been ascertained, the advantages over alternative lines as well as its remunerative prospects have been considered and discussed, and the mercantile community throughout the country are, for reasons which are plainly incontrovertible, urgently pressing for more rapid railway

extensions. In this case, moreover, private enterprise has come forward and is ready to undertake the construction of the line. It seems to Mr. Rivers Thompson altogether inexpedient therefore to defer taking action, until a Select Committee of the House of Commons to be appointed next sessions, shall have considered the future policy of the Government regarding Indian Railways; because there is almost an absolute certainty, under such a procedure, of indefinitely delaying the opening up by a main line of railway, of a portion of the country which has in this respect been already too long neglected.

Every consideration tends to an early practical decision of the question. Amongst the most important is the future system of railway communication to the Province of Orissa, which is now almost as much isolated from the capital and the rest of Bengal as it was in the famine of 1866-67. Again, it is necessary to point out that most of the districts of Bengal have barely escaped this year a severe scarcity owing to the failure of latter rains, and even, as it is, there will be very high prices and much pressure on the poor. On the other hand, the crops in the Central Provinces have been superabundant, and a railway connecting those provinces with Bengal would have been invaluable. This state of things or even worse may occur again at any time and should be guarded against without loss of time by the construction of the railway.

With the remark on the question of gauge in the Despatch above alluded to, the Lieutenant-Governor entirely agrees. Being the shortest line of com-munication between Bombay and Calcutta, it will always command a certain amount of through traffic, but much of the advantages will be lost unless it is constructed on the broad gauge by which means alone the cost of freight can be kept down. With a line on the metre gauge connecting two others on the broad gauge, the delay and expense inseperable from the double transfer would, in the case of bulky goods, such as wheat, cotton, &c., be intolerable.

In considering the advantages which will follow the construction of the Bengal-Nagpur Railway, the Lieutenant-Governor is inclined to think that sufficient weight has not been given to the great impetus which will attach to the trade in wheat and the opening up to cultivators of the large tracts of country now lying waste or covered with jungle; and not only will the grain be carried at a much lower rate than is now possible to the port of Calcutta; but the gunny required for bagging the grain will be conveyed direct and at a low cost. All this will add to the traffic on the line and ensure its financial success. Mr. Rivers Thompson trusts, therefore, that the Government of India will again address the Secretary of State with the view of obtaining a reconsideration of the decision recently arrived.

Exports in Indian maunds from Chhattisgarh block to each other external and internal block.

		To Central Provinces, Jabalpur block.	To Central Provinces, Narbada block.	To Central Provinces, Nimar block,	To Central Provinces, Nagpur block.	To external block, Rajputana.	To external block, Berar.	To external block, Bom- bay Presidency, exclud- ing Bombay Port.	To external block, Bom- bay Port.	To external block, Mad- ras and Hyderabad.	Toral.
Quarter ending 31st	Wheat . Gram and Pulse Rice, husked Rice, unhusked	 3	50 5,993	433 32,816	27,643 21,193 1,03,384	188 34,165	277 12,808 2,09,798	357 1,361 1,28,771	2,17,275 9,931 4,644	530	2,45,552 45,964 5,20,118
March 1883.	TOTAL GRAINS	3	6,043	33,275	1,52,319	34,353	2,24,850	1,31,214		589	8,20,312
	Linseed Til			709	882 4,344		624	195	2,44,339 22,518	***	2,45,171 28,390
Quarter	Wheat . Gram and Pulse Rice, husked Rice, unhusked	 	7,814	30 4,694 12,859	29,715 41,582 67,575	110 20,936	35,541 61,124	296 2,685 48,505	5,24,348 12,549 12,539		5,54,319 97,117 2,30,852
30th June 1883.	TOTAL GRAINS		7,320	17,585	1,38,987	21,046	98,470	51,422	5,49,533	***	8,84,311
	Linseed Til			299	4,985 384	:::	8 21	21	2,70,449 3,209		2,75,442 3,934

Memorandum by A. P. Ralli, Esq., dated 14th January 1881.

I.—The average weight of 1,000 bushels of wheat is equal to 62,000 lbs.

As regards the weight of the bushel, this, as you are aware, varies between one description and another and also between one season and another; but I think that 62 lbs. per bushel on an average is very nearly the truth.

II.—The average weight of 1,000 empty gunnies, if A twills, is equal to 2,625 lbs.; if double E's, to 3,500.

As wheat is exported from this side chiefly in double E bags, but from the Bombay side to a great extent in A twills, I have given the weight of both descriptions.

III.—The average weight of wheat in 1,000 gunnies is equal to 224,000lbs. (excluding weight of gunnies).

The point which Colonel Filgate wishes to ascertain from the above data is "what would be the relief per bushel to wheat from this saving in cost of gunnies at Raipur?" To show this I enclose the following two calculations:—

A, showing that if the wheat is packed in "A twills," the saving will come to pie 1.013 per bushel of 62 lbs.

B, showing that if the wheat is packed in double E bags, the saving will be pie 1 426 per bushel of 62 lbs.

The above calculations have been worked out on the mileage and railway freight given in the Government Minute.

In this paper it is stated that it is assumed that gunnies can be serewed in bales to 4 cubic feet for the maund; this, however, is not correct, because gunnies can be screwed to a smaller cubical capacity, and I think that you will agree in the following figures:-

A twills: 20 cubic feet per bale of 300 bags of 25 lbs. each, or 157 lbs. 8 oz. to 4 cubit feet.

E bags: 24 cubic feet per bale of 500 bags of 13 lbs. each, or 145 lbs. 5 oz. to 4 cubic feet.

Taking the above as a basis, I enclose the following calculations :-

C, showing that if the wheat is packed in A twills, there is a difference per ton weight in favor of direct shipment by rail of R16.18, which is equal to a saving on 20,000 tons of R3,23,600.

D, showing that if the wheat is packed in double E bags, there is a difference per ton weight in favor of direct despatch by rail of R17.08, which is equal to a saving on 20,000 tons of R3,41,600.

With reference to our above calculations, I must add that I have only taken into account the railway freight compared to steamer freight, but when despatching by steamer the cost is still greater on account of Marine Insurance, and on account of all the expenses in Bombay in connection with the landing of the gunnies there and the despatching up-country.

At first sight the saving per bushel of wheat which would result by direct despatch by rail may not appear much to outsiders, but with the increase in trade, and the very keen competition which is felt more year by year, there is no doubt that the smallest saving in the manipulation of the goods becomes a very great factor in combining and extending business; and being established as we are, not only at the principal shipping ports (Calcutta, Bombay, and Kurrachee), but also in many of the important districts in the interior, we can speak by extensive actual experience.

I think that I have now replied elearly to the queries contained in your correspondence, but shall be very happy to supply you with any other information which you may require.

As, however, the calculations in question have resulted, as I see, from the discussions which are taking place for the projected scheme of constructing the Nagpur-Bengal Railway through the Central Provinces, I think that I may add that the saving which would be secured to trade in the shape of a reduction in the cost of gunny bags is altogether one of the infinitesimal advantages which the construction of the railway would undoubtedly produce.

Of late years the wheat trade has assumed enormous proportions, and I believe that there can be no doubt that India can supply a still much larger quantity if we have the means for moving it, and this especially at more moderate railway freights than those now ruling.

It appears, therefore, to be self-evident that the construction of such a railway will be a very powerful element indeed in the development of the wheat and seed trade, which consequently will be benefited to a very much larger extent than what is shown in the saving of gunny bags; and the economy shown in this saving alone can, I think, be taken as a strong indication of the ultimate advantage which the line in question and the extension of railways generally would secure to the Indian trade; and if, as is to be hoped, the Nagpur-Bengal Railway be sanctioned, I quite agree with you in thinking that it should be on the broad-gauge principle.

As far as this point is concerned, one argument against it is that there is no "through traffic" between Calcutta and Bombay, but it appears to me that we have not only to look on through traffic between Calcutta and Bombay, but much more on the traffic which takes place between the interior markets and Calcutta and Bombay as shipping ports; and there cannot be the least doubt that it is very disadvantageous to have, as at present, for several districts to make despatches from Calcutta to Bombay by sea and thence by rail to the interior.

A

A	
the bale containing 300 A twill bags measures on an average 20 cub. ft., or 2½ bales, will therefore contain 750 bags, which, weighing 2½ bs. each, will be equal to do for outer covering and hoops, say	lbs. 1,968-75 ,, 10:00
e total weight of 50 cub. ft. (750 bags) =	lbs. 1,978:75
ich, at 82,2 lbs. per maund, is equal to	mds. 24·09
e freight by sea to Bombay on these 50 cub. ft., or 24-09 maunds is	R10.00
rriage by rail from Bombay to Nagpur (520 miles) and from Nagpur to Raipur (191 miles), say on 711 miles @ 1 pie per mile per maund, on 24 09 maunds	,, 22-30
al freight from Calcutta to Bombay by sea and from Bombay to Raipur by rail e railway freight from Howrah to Raipur direct, @ 1 pie per mile per maund, on 24 09 maunds, is on 574 miles	R32·30
e difference, therefore, in favor of direct despatch by rail to Raipur on 750 bags is	H14·80
bags contain at 224 lbs, wheat per bag	lbs. 168,000
per bushel of 62lbs, of	pie 1.013
В.	
d for outer covering and hoone say	os., 1,822,90 ,, 10.00
e total weight of 50 cub. ft. (1,041.66 B)=	bs. 1,832·90

mo		
which at 82 2 lbs. per maund is equal to mc	ls.	22.32
The freight by sea to Bombay on these 50 cub. ft., or 22:32 maunds, is	1	110.00
Add— Carriage by rail from Bombay to Nagpur (520 miles) and from Nagpur to Raipur (191 miles), say on 711 miles, @ 1 pie per mile per maund, on 22.32 maunds	,,	20.66
Total freight from Calcutta to Bombay by sea and thence to Raipur by rail		R30-66
574 miles, @ 4 pie per mile per matura, or -	,	, 16.68
The difference, therefore, in favor of direct despatch by rail to Raipur on 1,041.66 bags is		R13.98
1,041.66 bags, or 520.83 double E bags, contain at 224 lbs. wheat per double bag on which there is, therefore, on account of the saving by direct despatch by rail, a relief of R13.98; or per bushel of 62 lbs. of		,665.92
C		
A Twills. The freight by sea to Bombay on 50 cub. ft. (750 bags), or 24.09 maunds, is, as per Statement A	R	10.00
or per ton weight of maunds 27.27 (2,240 lbs. at 82.2 lbs. per maund)	R	11.32
Add— Carriage by rail from Bombay to Raipur, say on 711 miles, at 1 pie per mile per maund, on maunds 27-27	"	25.24
Total freight from Calcutta to Bombay by sea and from Bombay to Raipur by rail	R	86.56
The railway freight from Howrah to Raipur direct, say on 574 miles, at ½ pie per mile per maund, on maunds 27.27, is	"	20.38
The difference, therefore, in favor of direct despatch by rail to Raipur is per ton of 27.27 maunds	R	16-18
or on 20,000 tons	R	3,23,600
D E Bags.		
The frieght by sea to Bombay on 50 cub. ft. (1,041.66 bags), or maunds 22.32, is, as per Statement B.	R	10.00
or per ton weight of maunds 27.27 (2,240 lbs. @ 82 25 lbs. per maund)	R	12.22
Carriage by rail from Bombay to Raipur, say on 711 miles, @ 1/4 pie per mile per maund, on maunds 27.27.	,,	25.24
Total freight from Calcutta to Bombay by sea and thence by rail to Raipur . The railway freight from Howrah to Raipur direct, say on	R	37.46
574 miles, @ 1 pie per mile per maund, on maunds 27.27 is	,,	20.38
The difference, therefore, in favor of direct despatch by rail to Raipur is per ton of 27.27 maunds	R	17.08
	R	3,41,600

GOVERNMENT OF INDIA.

LEGISLATIVE DEPARTMENT.

ABSTRACT OF THE PROCEEDINGS OF THE COUNCIL OF THE GOVERNOR GENERAL OF INDIA, ASSEMBLED FOR THE PURPOSE OF MAKING LAWS AND REGULATIONS UNDER THE PROVISIONS OF THE ACT OF PARLIAMENT 24 & 25 VIC., CAP. 67.

The Council met at Government House on Friday, the 6th February, 1885.

PRESENT:

His Excellency the Viceroy and Governor General of India, K.P., G.C.B., G.C.M.G., P.C., G.M.S.I., G.M.I.E., presiding.
His Honour the Lieutenant-Governor of Bengal, K.C.S.I., C.I.E.

His Excellency the Commander-in-Chief, G.C.B., C.I.E. The Hon'ble J. Gibbs, C.S.I., C.I.E.

Lieutenant-General the Hon'ble T. F. Wilson, C.B., C.I.E.

The Hon'ble C. P. Ilbert, C.I.E.

The Hon'ble Sir S. C. Bayley, K.C.S.I., C.I.E. The Hon'ble T. C. Hope, c.S.I., c.I.E. The Hon'ble Sir A. Colvin, K.C.M.G., C.I.E.

The Hon'ble J. W. Quinton.

The Hon'ble Amír Alí.

The Hon'ble W. W. Hunter, LL.D., C.S.I., C.I.E.

The Hon'ble H. J. Reynolds.

The Hon'ble Rao Saheb Vishvanath Narayan Mandlik, c.s.r.

The Hon'ble Peári Mohan Mukerji.

The Hon'ble H. St.A. Goodrich.

INDIAN PORTS ACT, 1875, AMENDMENT BILL.

The Hon'ble Mr. Ilbert moved that the Report of the Select Committee on the Bill to amend the Indian Ports Act, 1875, be taken into consideration. He said :-

"This Bill originally consisted of a single section, the effect of which was to authorise payment to port-officers of pensions out of the port-fund. We have slightly amended this section so as to meet the case of an officer who has earned his pension partly from the port and partly from service elsewhere, and we have added sections amending the Ports Act in one or two other particulars. We have removed a technical difficulty about the publication of certain orders under the Act. We have enabled the port-authorities to dispense with the levy of separate hospital-dues, and, instead of levying them, to contribute money from the port-fund-account for the support of hospitals for seamen or for providing sanitary superintendence and medical aid for the shipping and seamen belonging to ships in port. This amendment was suggested by the Bombay Government, and has received the approval of Calcutta and Rangoon. I understand that at Madras no separate hospital port-dues are levied, and consequently no change in the law is required there. Lastly, we have raised the maximum which is at present fixed by law for port-dues levied in the Cuttack ports. We have done this at the request of the Bengal Government, who represented that the present port-dues are not sufficient to meet the expenses of the port-establishments. It will be understood that the Bill does not of itself raise the dues leviable in the Cuttack ports, but it enables the Bengal Government to raise them if it finds it necessary to do so."

The Hon'ble Mr. Reynolds said:—"I wish to say a few words as to section 5 of the Bill, because the Bengal Chamber of Commerce, in a letter addressed in August last to the Local Government, expressed itself as not altogether satisfied with the proposal to increase the port-dues in the Cuttack

ports in the manner authorized by the Bill, and any representation from the Bengal Chamber of Commerce always receives the fullest consideration at the hands of His Honour the Lieutenant-Governor. The letter of the Chamber was not altogether opposed to some increase of the port-dues, but it objected to so large an increase as the Bill proposes, and it suggested that it might perhaps so large an increase as the Dir proposes, and it suggested that it might perhaps be possible to balance the receipts and charges by effecting some reduction in the expenditure. The present rate, which is six annas per hundred maunds, may be taken as about equivalent to one anna and eight pies per ton, and under the Bill it is proposed to give power to raise the rate to four annas per ton. That is, no doubt, a considerable increase, but it is the same rate as is levied at other ports, and I may observe that it is a maximum rate, and it does not follow that the maximum amount will be levied; indeed, I may say that it is not the intention of the Government to use the full power conferred by the Bill unless it is found absolutely necessary to do so. The Government has very carefully confound absolutely necessary to do so. sidered the possibility of reducing the charges instead of raising the receipts, but enquiry has shown that the present charges will not admit of reduction, and it does not seem reasonable that the provincial revenues should be laid under contribution, year after year, to meet a continually recurring deficit on account of the Balasore ports.

The Motion was put and agreed to.

The Hon'ble Mr. ILBERT moved that the Bill, as amended, be passed.

The Motion was put and agreed to.

ACT XXII OF 1881 AMENDMENT BILL.

The Hon'ble Mr. Quinton moved that the Report of the Select Committee on the Bill to amend Act XXII of 1881 be taken into consideration. He said :-

- "The Select Committee has had before it reports from all the Local Governments to whose territories this Bill, if passed into law, will extend, and has duly considered the suggestions received from those different sources.
- "The alterations made, in consequence, in the Bill as introduced, which I shall now briefly explain for the information of Council, are not numerous.
- "In British Burma there is a local collector of revenue styled a These men give much assistance to District-officers in administrative affairs generally, and more especially in all matters connected with the suppression of crime.
- "They can, under the present law, be appointed Excise-officers by the Collector of the district; but as they are not in receipt of the monthly salary prescribed by sections 28 and 29 of Act XXII of 1881 it may be held that they cannot exercise the powers of arrest and search referred to in those sections. Their remuneration is paid in the shape of a percentage on their collections, and these percentages range from Rs. 1,000 to Rs. 2,000 per annum; so that, if the amount of remuneration be accepted as a criterion of respectability, they are much superior in that respect to officers drawing Rs. 10 per mensem,
- "The Chief Commissioner considers it desirable that when appointed Excise-officers they should exercise the powers described in sections 28 and 29 of the Excise Act, and with this object we have altered the wording of the sections as provided in sections 1 and 2 of the Bill.
- "We have also, by section 2 of the Bill, made an addition to section 29 to provide for the case, which it is proposed to legalise, of the Excise-officer who makes the search being a Police-officer. It is obviously superfluous to require that a second Police-officer of the prescribed grade should be present at the search in such cases.
- "Section 3 of the Bill embodies the provisions of the Bill as introduced." with the following modifications:-

"The power of stopping and detaining persons carrying illicit drugs and liquors may, we believe, be safely and with advantage conferred on all Police-officers. This was the law in force until 1881; it is the view of the existing law which has until lately been acted on in all provinces; and it is in accordance with the powers exercised by constables in all cognisable criminal cases, however petty. We have drawn section 34A so as to effect this object.

"The more important powers of arrest and search described in sections 28 and 29 we have restricted as proposed in the Bill, with the addition of officers in charge of police-stations and sergeants. The former class of officers has been added, at the request of the Burma Administration, to cover cases where first class constables may be left in charge of police-stations, and the latter to make the nomenclature of the Bill correspond with that of the Panjáb police-force. Officers known elsewhere as head-constables are there styled sergeants.

"The Government of the North-Western Provinces and Oudh brought to our notice that the word 'complaint', used in section 47 of the Excise Act, might be held to mean a complaint as technically defined in the Code of Criminal Procedure, and to exclude the report of an Excise-officer such as is prescribed in section 32 of the Act. In order that there may remain no doubt on this point, we have re-drafted section 47 of the Excise Act in the manner provided by section 4 of the Bill."

The Motion was put and agreed to.

The Hon'ble Mr. Quinton also moved that the Bill, as amended, be passed.

The Motion was put and agreed to.

The Council adjourned to Friday, the 13th February, 1885.

R. J. CROSTHWAITE,

FORT WILLIAM;
The 13th February, 1885.

Offg. Secy. to the Gort. of India, Legislative Department.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING THE 11th FEBRUARY 1885.

GENERAL REMARKS.—Rain has fallen generally throughout the Punjab, Bengal and Assam, in Sind, and in two or three districts in the North-Western Provinces and Oudh. In British Burmah

In Madras agricultural prospects are still bad in Bellary and Anantapur. Elsewhere in the Presidency the crops are in fair condition, but the outturn of the harvest is generally below the average. In Mysore prospects are fair, but more rain is wanted for the crops in the Kolar and Tumkur districts.

There is no above in the situation in Court

There is no change in the situation in Coorg.

In Bombay the rabi is being reaped in parts of Ahmednagar, Sholapur, Belgaum, and Kaladgi, and the standing crops are generally in good condition. In the Berars, the Nizam's territories, the Central India and Rajputana States agricultural prospects continue satisfactory.

In the North-Western Provinces and Oudh, the Punjab, and the Central Provinces prospects remain undergod.

The prospects of the rabi are generally favourable in Bengal, though in some districts damage has been done by insects. Reaping of mustard and pressing of sugarcane continue.

In Assam ploughing for aus cultivation is in progress and the mustard crop is being gathered in

Cholera is abating in the Tanjore and Madura districts, but is increasing in Coimbatore. Small-pox is prevalent in several Provinces. Otherwise the public health is generally good.

Prices are fluctuating in the Punjab, elsewhere they are generally stationary.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
Madras-(Feb. 11th) Bellary		Standing crops, dry crops generally and wet crops in parts, withering from want of rain; harvest dry grains and pulses, yield below average; smallpox exists.
Kurnool		Standing crops good except in one division taluks where they are with-ring from want of rain; harvest, cholum taluks where they are with-ring from want of rain; harvest, cholum taluks where they are with-ring from want of rain; harvest, cholum taluks where they are with-ring from want of rain; harvest, cholum taluks where they are with-ring from want of rain; harvest, cholum taluks where they are with-ring from want of rain; harvest, cholum taluks where they are with-ring from want of rain; harvest, cholum taluks where they are with-ring from want of rain; harvest, cholum taluks where they are with-ring from want of rain; harvest, cholum taluks where they are with-ring from want of rain; harvest, cholum taluks where they are with-ring from want of rain; harvest, cholum taluks where they are with-ring from want of rain; harvest, cholum taluks where they are with-ring from want of rain; harvest, cholum taluks where they are with-ring from want of rain; harvest, cholum taluks where they are with-ring from want of rain; harvest, cholum taluks where they are with-ring from want of rain; harvest, cholum taluks where they are with-ring from want of rain; harvest, cholum taluks where they are with-ring from want of rain; harvest, cholum taluks where they are with-ring from want of rain; harvest, cholum taluks where they are with-ring from want of rain; harvest, cholum taluks where they are with-ring from want of rain; harvest, cholum taluks where they are with-ring from want of rain; harvest, cholum taluks where they are with-ring from want of rain; harvest, cholum taluks where they are with-ring from want of rain; harvest, cholum taluks where they are with-ring from want of rain; harvest, cholum taluks where they are with-ring from want of rain; harvest, cholum taluks where they are with-ring from want of rain; harvest, cholum taluks where they are with-ring from want of rain; harvest, cholum taluks where they are with-ring from want of rain; harvest, cholum taluks where they are with-ring from want of rain; harvest,
		two taluks. Cholera slight, smallpox, fever, and cattle-disease prevalent. Standing crops good, river 5 ft. over anicut; fever and smallpox
Ganjam Kistna	,,	Standing crops good, five learners of cottod by insects; harvest paddy,
Chingleput (Madras)		Standing crops in parts of 3 tands anceted of and cattle-disease exist outturn below half the average; smallpox and cattle-disease exist
Coimbatore	n	Standing crops, wet good, ary fair in yet about average, dry belovest wet and dry grains, outturn wet about average, dry belovest wet and dry grains, outturn wet about average, dry belovest wet and dry grains, output increasing, 359 deaths.
Tanjore		Rivers 1 to 3 feet; standing crops generally dry crops, outturn below average; cholera abating, 296 deaths.
Madura	,,	Fever prevalent; cholera abating, 57 deaths. Harvest of second crop paddy nearly over, operations for thirrd ric
Malabar	,	Harvest of second crop paddy hearly over, operations of crop commenced in 2 taluks; fever exists, smallpox, and cattle-disease slight; 76 deaths from cholera. Harvest second crop paddy almost over; yield good; smallpox exists at Travandrum.
Travancore · ·	"	General Remarks.—General prospects fair except in parts of Bella
		and Anantapur.
Bombay—(Feb. 11th) Karachi	In Karachi '04; average of 11 other stations '13.	River at Kotri on 7th, 6 feet 4 inches against 3 feet 11 inches against
Hyderabad	35 in Shadadpur on 27th, 22 in Moro on 28th and 20 in Sak rand, on 26th Januar	Rabi crops injured in Moro and Nausharo by frost; and in Mill Rabi crops injured in Moro and Nausharo by frost; and in Mill Rabi crops injured in Moro and Nausharo by frost; and in Mill Rabi crops injured in Moro and Nausharo by frost; and in Mill Rabi crops in Moro and Nausharo by frost; and injured in Moro and Nausharo by frost; and injured in Moro and Nausharo by frost; and in Mill Rabi crops in Moro and Nausharo by frost; and in Mill Rabi crops injured in Moro and Nausharo by frost; and in Mill Rabi crops injured in Moro and Nausharo by frost; and in Mill Rabi crops injured in Moro and Nausharo by frost; and in Mill Rabi crops injured in Moro and Nausharo by frost; and in Mill Rabi crops injured in Moro and Nausharo by frost; and in Mill Rabi crops injured in Moro and Nausharo by frost; and in Mill Rabi crops injured in Moro and Nausharo by frost; and in Mill Rabi crops injured in Moro and Nausharo by frost; and in Mill Rabi crops injured in Moro and Nausharo by frost; and in Mill Rabi crops injured in Moro and Nausharo by frost; and in Mill Rabi crops injured in Moro and Nausharo by frost; and injured in Moro and Nausharo by frost; and injured in Moro and Nausharo by frost; and injured in Moro and Nausharo by frost; and injured in Moro and Nausharo by frost; and injured injured in Moro and Nausharo by frost; and injured inj

Presidency or Province and District.	Rainfall for weel preceding.	State of agricultural prospects.
Bombay-contd.		
Ahmedabad	Nil	Cotton crops middling; other crops healthy; slight fever in Dholka
Broach	* ** *******	Public health fair; cattle-disease continues in Dehgam; standing crops in good condition; prices, bajri 34 and rice 24 the
Surat	,	Standing crops healthy : fever in Pardi Bardell and Mr.
Násik	erfordeling very	Rabi crops generally good : slight injury to
		health generally good; smallpox in parts of Malegaon; and Peint; published the cholera at Trimbak taluka, Nasik; wheat 37, bair; 37 and 18 to 21 lb.
Colaba (Bornbay)		Average abnoral temperature 1° cool from 4th to 8th and 4° cool or 9th and 10th; vapour in air excessive on 4th and 5th and defective.
Poona		I the lot 1000 1 aphormal wind northwise from 741 1 1001
		sects and frost have slightly injured crops in Junnar, Purandhar Maval, and Haveli talukas; cattle-disease in a few villages in Khed; slight smallpox in a village in Purandhar; 20 cases of cholera in Junnar taluka, 11 fatal; bajri 34 and jowari 39; in Poona bajra 30 and jowari 35 lbs. per rupes
Ahmednagar	•	Reaping of rabi in progress; wheat and jowari damaged in some
Sholapore		Reaping of rabi grops commenced in Shalanas Manual
A CANADA		talukas; jowari 49 lbs. 23 tolas and bajri 38 lbs. 33 tolas per
Dherwar		Harvesting of wheat in progress that of gran
	A CONTRACTOR	cotton blighted in some villages of 3 talukas; scarcity of fodder in Navalgund, Mindargi and Karajgi; that of drinking water in Nargund, Bankapur, and Hangal; rice 23 to 32 and jowari 39 to 56 lbs. per rupee; public health good.
Kanara		Common rice in Karwar and district average 14 com
		pur, and Yeliapur; smallpox at Kumta, Sirsi, Haliyal, and Mundgod, 8 deaths at Kumta and 1 at Sirsi, cattle discounting and Mundgod,
Rajkot		
		General health good; smallpox among cattle continues in Dedan; bajrs 34 and jowari 44 lbs. per rupee.
		negar, Sholapur, Belgaum and Kaladgi; standing crops injured by frost in parts of Hyderahad by milder in section of the standing crops injured by
		and Ratnagiri; scarcity of fodder and drinking water continues in several talukas of the Southern Mahratta Country district
		in parts of 6 districts, smallpox and cattle-disease in parts of 10, and fever in parts of 13 districts.
Bengal-(Feb. 11th)		A Karamana and Andreas and And
Chittagong	•76	Weather rainy; winter crops are promising well; prices of food
N		grains stationary; sporadic cases of cholera prevail throughout the
Dacea	77	Prospects of crops good: mustard is being gethered, alandi
	r single your state against of	done much good to standing crops: there are a good
24-Pergunnahs		or smarrpox in the district, otherwise public health good
是是1000年的 A 2000年 A 3000年 A 30	16 3507 -15 37 4	Prospects of crops continue satisfactory and the yield is estimated above the average; some damage done to rabi crops owing to the
		continuous rain; harvesting of amun padde to nearly fail.
		price of common rice varies from 15 to 18 seers per rupee; public health generally good, though a few cases of cholera are reported
Moorshedabad	*81	The state of the s
		Weather cold in the early part of the week, but now warm and mild again; a good shower of rain fell on the 6th instant in some
		thanas; prospects of rabi crops excellent in some places, elsewhere fair; the rain will do good; sugarcane is being pressed in the Kandi
		and Jungipore sub-divisions with a good outturn, rice is salling
D.		at from 14 to 17 seers per rupee; public health generally excellent.
Burdwan	Rainfall slight	The outturn of amun paddy in than Poorbosthali has been slightly better than expected; prospects of rabi crops good; price of rice
Rungpore	*134	The rain has greatly benefited standing crops; prices of food-grains
Bhagalpore .	*03	stationary; public health good.
Purneah		Prospects of crops good; price of rice stationary; public health good.
	-04	Prospects of winter crops good; more rain is wanted for wheat; mustard nearly all reaped; some tobacco is being harvested; ploughing has commenced for early paddy; common rice is 16 seers per rupee; public health fairly good.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
		eather cloudy; reaping of rabi crops is pushed on; insects continue
engal—contd.		to do injury to the crops; opium is some
Durbhanga		good. rospects of rabi and poppy crops continue favourable; mustard is being reaped with good outturn; prices stationary; public healt,
Hazaribagh	. v	generally good. Veather cold and latterly cloudy; prospects of standing crops continue good; laccing of poppy is in progress in about half the crop tinue good; laccing of poppy is in progress in about half the crop tinue good;
		and the other half is in hower; contection of opening small pox still reported from the interior, otherwise general
Cuttack	-93	Veather cloudy at times; reaping of sarra team and the stationary; cases of and wheat are growing well; price of rice stationary; cases of and wheat are growing while health good.
Midnapore		Weather cool; heavy rain left in the interior, property
Khulna	-86	Veather unsettled; amun paddy almost stored prepared for as
	-03	crops; prices of food-grains stationary, public brices of food-grain
Dinagepore	The Street of the Street Street	stationary; a few cases of cholera are reported from
Pubna (Serajgunge)		district, otherwise public hearth good. Weather cloudy; standing crops are promising; price of rice station ary; public health good. Weather cloudy and cool; rabi crops have somewhat been damage.
Gya	-05	by insects; sugarcane is being planted in Trow wells; rivers nearly;
		dry; a few cases of lever and smanpox are on road and relief-works re
	AND THE PERSON AND THE PERSON OF	pectively; prospects of poppy crop not favourable. Prospects of rab, and poppy crops good; prices of food-grains static
Chumparun		ary; public health fair.
Shahabad	Market Andrews Control	but mild; considerable damage to poppy crop hight has appeared.
Mozufferpore		Weather cloudy and muggy; origin has not poppy arop generally or poppy has commenced; condition of the poppy crop generally or
Monghyr		Prospects of poppy crop continue lavourable, and confection of open
		has commenced throughout the dath and the General Remarks.—There has been rain in almost every district the Province. It has generally benefited the rabi crops and falliated the ploughing of lands for aus crops; potatoes have be injured in places where the rain was heavy; reaping of musts and pressing of sugarcane are going on, and in some places that crop is being planted; prospects of rabi crops general favourable, but in a few districts they are being damaged by insec price of rice almost stationary; general health good, though chol and smallpox prevail.
NW Provinces and Oudh (Feb. 12th)		Weather colder; grain has formed in barley, wheat, &c. peas of
Becares (Feb. 10th	No rain	outturn average; optum doing well; bazars well supported in
Gorskhpur (" 9th	Slight rain in the north.	Weather variable; crops excellent; poppy in nower,
Fyzabad (" 10th	the state of the s	Prospect of rabi and opium crops good; public health and opium
Lucknow (,, 9th) No rain	Weather often cloudy; blight is spreading in wheat and sarson of on account of east wind and cloudy weather; poppy crops heat and irrigation continues; supplies in markets sufficient; presteady; slight cattle-disease in tahsil Lucknow; health of pe
	N - IN decide	good. Weather cloudy at times; state of crops good; supplies abundance.
Rai Barelli (" "	No rain fell during the week. No rain	prices steady; general health good.
Partabgarh (,, 10th	No rain	and poppy crops are doing went, optam-savel health good
Aliahabad (" ") No rain	to the crops; no marked change in prices; health good.
Campure (,, 9th) No rain	Weather cloudy off and on; crops slightly injured by insects; sort of extra crops has commenced; poppy plants strong and heal but in some places the plants have been injured by caterpill
Banda . (,, 10th) No rain	Weather now clear and bright; wheat in low lands of parg Banda and Pailanee have suffered to some extent from smut of
Pallia . (,, 9th) Some slight showers	

	The second second second second second	
Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
NW. P. & Oudh contd		
Farakhabad (Feb. 10th)		Wind variable; crops not much damaged by late hailstorm; popping substantially improved; condition of payring are hailstorm;
Sitapur . (" ")	No rain	substantially improved; condition of people generally good. Occasional clouds during week; wind variable; prospects favourable condition of poppy crops satisfactory.
Bareilly . (,, 9th) Kumaon . (,, ,,)	No rain Some rain	Crops good everywhere; no sickness of people or cattle. Weather fair; crops doing very well; prices stationary; cattle disease continue; no reports about smallpox; few cases of fever general health good.
Agra . (" 10th)	No rain	general health good. Hail in two parganas last week, what
Jhansi . (" ")	fall of hail in I have	t Weather cloudy; rabi and poppy crops doing well; no damage to
Meerut . (,, 9th)	and Nian parganas. No rain	cattle good. Weather now clear and cold; prospects of rabi excellent; supplies sufficient; prices easy; health good
		General Remarks.—Blight and mildew present in some districts; prospects generally good; markets well supplied; prices easy; public health good.
Punjab- (Feb. 11th)		
Hissar	Nil	Health fair; rabi crops promising; prices slightly falling.
Umballa Juliundur	No rain	Health and prospects good; prices falling.
Amritaar	·20 ·40	
Siálkot Ferozepore	-50	Crop prospects good : prices stationary.
	'20 at Moza; '10 at Zira	Health and state of crops good; prices rising.
Lahore Rawalpindi	*20 *80	Health good; state of crops fair; prices stationary. Health good; rabi prospects good in 6 tahsils; crops in Rawalpindi tahsil threatened with blight owing to heavy rains; prices almost stationary.
Mooltan	Drizzling rain with	
	slight hail at Sadr. Ram throughout the	Health and crop prospects good; prices almost stationary. Health good; prices stationary.
Dera Ismail Khan	district. No rain	
Poshawar	40	Health and prospects good; Friess falling. General Remarks.—Health and crop prospects good; crops in Rawalpindi tahsils threatened with blight owing to excessive rain; prices falling in the History Delta.
		in Ferozepore, and stationary in the remaining
Central Provinces— (Feb. 11th)		province.
Nagour	Nil	Weather clear; prospects good; rabi being harvested; smallpox
Jubbulpore		
Saugor (Feb 10th)		Weather cloudy and unsettled; rabi crops in ear and thriving; prospects and health good; prices stationary. Weather cloudy and unsettled; rabi crops in ear and thriving;
Seoni .	"	clouds, otherwise crops favourable health good and to excessive
	Part of the same in	COUNTY COURSED HALLY CIOHOLY PAROL TO WAS IN THE TOTAL TO THE PAROLET OF THE PARO
Heshangabad	"	Weather seasonable : prospects fair : pulses biog to ; prices steady.
Khandwa		Mornings and nights cool, days warm; rabi prosessts and
Raipur		
		Weather occasionally cloudy; wheat and gram flourishing; linseed reaping commenced; pulses almost harvested; peas damaged by
Sambalpur (Feb. 7th)		Weather cloudy and warm; prospects favourable; cholera in different parts of district; prices stationary.
		General Remarks.—There has been no more rain, but it is still cloudy in some districts; prospects continue favourable; prices are
ritish Burms -	and the second of the second	generally stationary; slight cholera and smallpox in places.
Akvab (Feb. 11th)	Nil	Public health and health of cattle good; threshing nearly over.
Bassein (" ")	0.59	cattle-disease declining except in Kyoukphyo township where 26
Rangeon (" ")		Public health good.
(Monimein),		'ablic health good.
The state of the s	. 1	Public health good ; harvest nearly closed.
Pega / " "		ublic health and health of cattle good.
Pega (" ")	0.30	few cases of smallnov in town : 6 coses of about
Pega / " "	Nu I	A few cases of smallpox in town; 6 cases of cholera in district. Slight cholera in town, in district sporadic only; cattle healthy; fever abating.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
British Burma-contd. Thayetmayo (Feb 7tb)	Nil	Six cases of smallpox in town, otherwise public health good. General Remarks.—Slight smallpox in Bassein, Henzada, Thayet- mayo, and Mergui; slight cholera in Henzada, Thongwa, and Prome, elsewhere public health good; slight cattle-disease in Bassein, else- where health of cattle good; rainfall in Rangoon, Thongwa, Bassein, Pegu, Toungoo, Tharrawaddy, Moulmein, Shwegyin, and Mergui from 0.7 to 1.70 inches, elsewhere no rainfall.
Assam- (Feb. 11th) Gauhati	*06 during the week ending 10th	Weather cloudy; nights cool; mustard being gathered; lands being ploughed for aus cultivation; public health fair.
Sylhet	instant.	State and prospects good; the late rain facilitated ploughing; public health fair.
Cachar	14	Weather getting warm; reaping of mustard progresses; public health
Dibrugarh . · ·	-21	Weather seasonable; ploughing for early ahu dhan; prospects o winter crops good; district healthy.
Mysore and Coorg-	•	
(Feb. 11th) Bangalore	Nil	In Kolar and Tumkur districts crops suffering from want of rain otherwise prospects fair; public health generally good; prices con
Mercara	n*	tinue to rise. Threshing rice and picking coffee nearly completed; market for coffee and cardamoms dull; prices of food grains stationary.
Berar & Hyderabad— (Feb. 12th)		A STATE OF THE PROPERTY AND ADDRESS AND AD
Amraoti · ·	Nil	Weather clear; prospects of rabi crop favourable; cotton-pickin and jowari-threshing continue; wheat 22, jowari 26 seers per rupee.
Akola		Rabi prospects good; threshing of kharif crops almost completed.
Central India States		The second secon
ludore (Feb. 11th)	Nil	Weather cloudy but much colder; prospects of crops and healt good; prices steady.
Morar (Gwalior)		Health and prospects good; weather seasonable.
Satna		Health and prospects good.
Neemuch		Crops doing well; weather cold; health good. Weather very cold; health and prospects good.
Goona		Opium and wheat prospects good; health good.
Agar		Weather fair; opium and other crops good; health good.
Sehore		Rabi prospects favourable; prices steady; health good.
Nowgong		Prospects good; opium crops are doing well; health good.
Manpur (Bhopawar) .		Prospects good; optain crops are doing west, accuse good
Rajputana- (Feb. 11th)		
Abu . (Feb. 11th)		Weather cold and windy.
Per 3.1 (C).3.3		Weather fine health and prospects good; tanks dry.
21 (1)		Weather cloudy: health and prospects good; prices steady.
20 4: 041.3		Weather windy and cold; health and crops good.
	COMPRESSOR POR PORTOTO DE LA PROPERTA DE LA PROPERTA DE LA PORTO DEL PORTO DE LA PORTO DE LA PORTO DE LA PORTO DEL LA PORTO DEL PORTO DE LA PORTO DE LA PORTO DE LA PORTO DE LA PORTO DEL PORTO DE LA PORTO DE LA PORTO DE LA PORTO DE LA PORTO DE LA PORTO DE LA PORTO DE LA PORTO DE LA PORTO DE LA PORTO DE LA PORTO DE LA PORTO DE LA PORTO DEL PORTO DEL PORTO DE LA PORTO DEL PORTO DE LA PORTO DEL PORTO DEL PORTO DE LA PORTO DE LA PORTO DEL	Health and prospects good : weather changeable.
Secretary of the second secretary second sec		Prospects excellent: weather still continues cold; health good.
		Health and crop prospects good; weather cloudy.
Ulwar . (" "	Constitution of Applications	

T. W. HOLDERNESS, Offg. Secy. to the Govt. of India.

GOVERNMENT OF INDIA.

LEGISLATIVE DEPARTMENT.

ABSTRACT OF THE PROCEEDINGS OF THE COUNCIL OF THE GOVERNOR GENERAL OF INDIA, ASSEMBLED FOR THE PURPOSE OF MAKING LAWS AND REGULATIONS UNDER THE PROVISIONS OF THE ACT OF PARLIAMENT 24 & 25 VIC., CAP. 67.

The Council met at Government House on Friday, the 13th February, 1885.

PRESENT:

His Excellency the Viceroy and Governor General of India, K.P., G.C.B., G.C.M.G., P.C., G.M.S.I., G.M.I.E., presiding.

His Excellency the Commander-in-Chief, G.C.B., C.I.E. The Hon'ble J. Gibbs, C.S.I., C.I.E.

Lieutenant-General the Hon'ble T. F. Wilson, c.B., C.I.E.

The Hon'ble C. P. Ilbert, c.i.E.
The Hon'ble Sir S. C. Bayley, K.c.s.i., c.i.E.

The Hon'ble T. C. Hope, c.s.i., c.i.E.

The Hon'ble Sir A. Colvin, K.C.M.G., C.I.E.

The Hon'ble Mahárája Luchmessur Singh, Bahádur, of Durbhunga.

The Hon'ble J. W. Quinton.
The Hon'ble T. M. Gibbon, C.I.E.

The Hon'ble Amír Alí.
The Hon'ble W. W. Hunter, LL.D., C.S.I., C.I.E.

The Hon'ble H. J. Reynolds.

The Hon'ble Rao Saheb Vishvanath Narayan Mandlik, c.s.r.

The Hon'ble Peári Mohan Mukerji.

The Hon'ble H. St.A. Goodrich.

BENGAL TENANCY BILL.

The Hon'ble SIR STEUART BAYLEY presented the further Report of the Select Committee on the Bill to amend and consolidate certain enactments relating to the Law of Landlord and Tenant within the territories under the administration of the Lieutenant-Governor of Bengal. He said :-

"The Report and the minutes of various members of the Committee expressing their opinions on special portions of the Bill will be published as a supplement to the Gazette. There being no Motion before the Council, I am precluded by the rules from making any remarks on this occasion; only with Your Lordship's permission I wish to inform honourable members that I propose this day fortnight to move that the Report be taken into consideration, and I will ask the attention of members of the Council to Rule 28, which says that all amendments should be in the Secretary's hands three days before the Motion is made."

The Council adjourned to Friday, the 20th February, 1885.

R. J. CROSTHWAITE.

FORT WILLIAM;

The 13th February, 1885.

Offg. Secretary to the Government of India, Legislative Department.

Printed & published for the Govt. of India at the Office of Suppt. Govt. Printing, 166, Dhurrumtollah Street, Calcutta,



SUPPLEMENT

CALCUTTA, SATURDAY, FEBRUARY 21, 1885.

OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers as matter as the Government of India may deem to be of interest to the Public, and such as may usefully be many

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on a payment of siz Rupees per a telivored in Calcutta, or nine Rupees if sent by Post.

No Official Orders or Notifications, the publication of which in the GAZETTE OF INDIA is required by I shick it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. Finders and Notifications the body of the GAZETTE must be looked to.

GOVERNMENT OF INDIA. PUBLIC WORKS DEPARTMENT. RAILWAY TRAFFIC.

MEASURES FOR THE COMFORT AND CONVENIENCE OF NATIVE PASSENGERS.

Circular No. 2 R., dated Fort William, the 31st January 1885. RESOLUTION-By the Government of India, Public Works Department.

Read again-

Extracts from the Proceedings of the Railway Conference which assembled in September

Government of India, Public Works Department Circular No. III Railway, dated the 1st March 1883, and enclosure.

Government of India, Public Works Department letter No. 799 R. T., dated the 17th

Government of India, Public Works Department letter No. 870 R. T., dated the 7th

Read also-

Note reviewing the reports regarding the provision of latrines in lower class carriages on Indian Railways.

Abstract of Reports showing the measures adopted for promoting the comfort and convenience of Native Passengers on Indian Railways.

RESOLUTION.—In publishing the above the Government of India desires to draw attention to the efforts which have been made by the various Railway Administrations, to promote the convenience of native passengers of the lower class, and to invite suggestions on the subject.

2. As regards the views expressed in connection with the provision of latrines in lower class carriages, the Government of India recognizes the difficulties attending the provision of such accommodation, but is anxious to meet, as far as possible, the not unreasonable complaints which have been

made by the public of the deficient conveniences in this respect provided on many railways.

3. From a perusal of the reports on the subject, it appears that the unsatisfactory result of the experiments made in this direction is partly attributable to the faulty design of the accommodation provided, which was in many cases unsuited to native habits. At the same time, no thoroughly satisfactory method of meeting the various difficulties has yet been suggested.

ORDER.—Ordered, that this Resolution and the papers read be commu-

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab.

The Chief Commissioners, Central Provinces, Assam, and British Burma.

The Residents, Hyderabad and Mysore.

The Agents to the Governor General for Rajputana, Central India, and Biluchistan.

The Director General of Railways.

The Consulting Engineers to the Government of India for Guaranteed Railways.

ways.
The Accountant General, Public Works Department.

the Gazette of India.

Governments, Administrations and Officers named in the margin for information, and that they be published for general information in the Supplement to

W. S. TREVOR, Colonel, R.E., Secretary.

Enclosure No. 1 to Railway Circular No. 2 of 1885.

ARRANGEMENTS FOR THE COMFORT AND CONVENIENCE OF THE LOWER CLASS PASSENGERS TRAVELLING BY RAIL.

78. The following remarks were laid before the Conference, and Notes* by the several Delegates put in.

* Printed below. This subject has constantly been under consideration, and has received considerable attention from Railway Administrations; but much still remains to be done before the question can be said to have been completely and satisfactorily solved.

- (1). At many of the larger stations the waiting sheds are open to the station-yards, and the lower class passengers can obtain shelter at whatever hour they may arrive. Admissions to waiting sheds. This arrangement appears good, and might, with advantage, be made universal as far as practicable.
- (2). Under the Railway Act of 1879, Railway Administrations are bound to exhibit at each station a time-table and tariff in one or more vernacular languages. These should Means of procuring tickets. be fixed in a conspicuous place where they can be seen and studied before the tickets are purchased. It is believed that this is now generally done, but probably not to the full extent desirable. These vernacular tariffs should be put up in, say, half a dozen different places in every third class waiting shed. The ticket offices should be open for the sale of tickets a considerable time before the departure of trains; this time would naturally vary with the number of passengers to be booked, but should be based on most liberal considerations and regulated by stringent traffic orders. At all large stations where the pasregulated by stringent traffic orders. At all large stations where the passengers are numerous, the ticket offices should not only be open for a considerable time before departure of trains, but their number should be insiderable time. creased, so that the present crowding outside ticket windows might be done away with.
 - (3). In accordance with General Rule 14, the maximum number that each compartment will carry has to be exhibited both inside and outside in the vernacular language. It Limit of numbers per carriage. appears right that this number should vary at different seasons of the year,

more space being allowed in the hotter months. It is believed that steps in this direction are now taken on some lines, but the practice might be made more general, and perhaps still more space allowed than is customary, particularly in the case of long-distance passengers. Six passengers per lateral compartment would really pay, and we should hear of fewer deaths in trains if this number was the limit in the hot weather.

- (4). It is very essential, in common humanity, that passengers should be supply of water en route. able to obtain an ample and ready supply of drinking-water, especially in the hot season. As it is inconvenient to allow the native passengers to alight for this purpose at intermediate stations where the stoppage is short, a sufficient staff of water-carriers, both Hindu and Mussalman, should be ready to hand water to the passengers in the carriages. This staff is now generally provided, but in many cases in insufficient numbers to meet the demand for water during the stoppage of the train. Where the train stops a sufficient time at a station, passengers should be able to leave their carriages and supply themselves from stand-pipes on the platforms; this could easily be done if the compartments were not so crowded. The Punjab Northern Railway has provided these stand-pipes on many of their platforms.
- (5). The practice as regards the locking of carriage doors differs on the Locking carriage doors.

 various lines, and this question may well receive consideration. When both doors are locked, which should seldom be necessary, there should be a sufficient staff of ticket examiners to promptly unlock all the doors of the train when it halts for any time at a station, so that the passengers may have time to get out and purchase refreshments or attend to the calls of nature.
- (6). The Military Department has specially asked for latrine accommodation in the third class carriages supplied to troop trains. The possibility of this being given, and then how it should be done, might be discussed in connection with the above remarks.

Sind, Punjab, and Delhi Railway.

Most of the arrangements detailed above have been in force on the Sind, Punjab, and Delhi Railway for years, and will be briefly noticed under the respective heads given.

- (1). At all our first and second class stations (excepting Mooltan Canton-Admission to waiting sheds.

 Maintain to waiting sheds.

 Maintain to waiting sheds.

 Maintain the station open to the station open to the station open to which access is obtained at any time. The third class booking offices are also in direct connection with these sheds, so that passengers can obtain their tickets without difficulty, and, as a rule, one hour before the train by which they are proceeding starts.
- (2). Time-tables, fares, and goods tariffs are printed in English, Urdu, and Hindi, and are exhibited on the platforms, waiting sheds, cutside verandahs, goods sheds, and also supplied gratis to all police thanas, court-houses, dâk bungalows, hotels, &c., as also to the principal traders within a radious of 30 miles of each station. The intermediate and third class fares from each station are posted up at all stations, as also the current price list of sweetmeats and refreshments required by native passengers. This latter information is obtained periodically from the local district authorities.

Ticket offices at first and second class stations are kept always open, and at third and fourth class stations one or two hours before the train starts; or in a press of traffic the time is extended as traffic requirements demand.

When large fairs or religious gatherings, such as the Hardwar, Basakhi, Dewali, Chiragan, occur, ticket offices (somewhat similar to moveable sentry boxes) are scattered about the station-yard for the issue of third class tickets.

Return tickets are also granted, available for one month, to prevent the necessity of re-booking.

(3). Our rule is to carry 10 third class passengers in each lateral compartment in the cold season and 8 in the hot weather. This gives every accommodation which can reason-Limit of numbers per carriage. ably be expected. The proposed limit to 6 in each compartment is, in my opinion, too low. The number in double-storied carriages and those without seats are also regulated according to the season.

The maximum number of passengers each carriage can carry is painted in the vernacular and English on the side of the carriage; but not the limit for

the hot season. This might be done.

(4). At all stations Hindu watermen and Mahomedan bhisties are in regular attendance on all trains. The number is regulated by the traffic of each station. When a press of passengers occurs from any cause, extra men are employed to supply third class passengers with water according to requirements.

As our carriages are not locked, passengers can leave the train at any station to proceed to the latrines. No stand-pipes are provided on our platforms. If this was done, it would be a great improvement, and should remove any

shadow of complaint that may now exist.

(5). Our carriages are left unlocked on both sides, so that passengers can leave the train at any station; and this they fully avail themselves of. But this step is often attend-Locking carriage doors. ed with considerable risk, danger, and sometimes accident.

Hindu and Mahomedan refreshment vendors attend trains at all stations, and walk along the platform to supply passengers with sweetmeats, &c., in the

Improved intermediate or upper class carriages to those at present in use are now under construction for native gentlemen and ladies.

DAVID ROSS,

Traffic Manager. S., P., and D. Railway.

SIMLA: . 15th September 1882.

Remarks by the Delegate for the Eastern Bengal Railway.

- (1). The existing arrangements on the Eastern Bengal Railway are understood to provide all that is considered necessary Admission to waiting sheds. in this direction.
- (2). The requirements of the Railway Act of 1879 are fully complied with on the Eastern Bengal Railway. The time-table and tariff printed in the vernacular of the district Means of procuring tickets. are exhibited in convenient places at all stations where they can be seen and studied by the public. Convenient arrangements are also made for the sale of tickets; and at the larger stations on special occasions the number of booking offices is increased in order to avoid crowding.
- (3). On the Eastern Bengal Railway the number of passengers permitted to be carried in each compartment, or where there are no compartments in each vehicle, is exhibited Limit of numbers per carriage. both outside and inside in the vernacular. But on a short line like the Eastern Bengal Railway it has not been considered necessary to further limit the number permitted to be carried during the hot weather, the space allowed being considered ample for all seasons; and in regard to this it is understood the Government officers concur.
 - (4). The arrangements for the supply of water en route to passengers on the Eastern Bengal Railway has had much attention; and the Railway officers, it is believed, Supply of water en route.

have on all occasions readily complied with the wishes of the Government in this respect.

- (5). The Orders of Government in respect to locking carriage doors are strictly complied with. Doors are locked on one side only, except when approaching terminal stations where tickets are collected, where it is necessary to lock both sides. At intermediate stations the doors on the platform side are always unlocked; and at stations where the train halts for any time to permit the purchase of refreshments, &c., passengers are, on the stoppage of the train, at once at liberty to get out.
- (6). With regard to the provision of latrine accommodation in third class carriages, it is understood that the matter has had consideration, and that there are objections to the general provision of such accommodation of such a nature as to render it undesirable. The latrine accommodation at all stations on the railway has had much attention. The extent of the accommodation and the habits of the people have been duly considered, and it is believed are amply provided for. Care is devoted to the maintenance of cleanliness and to render the accommodation as little offensive as possible.

The carriage of troops on the Eastern Bengal Railway in large bodies is a rare occurrence; and it is believed that, should the necessity arise, special arrangements of a less objectionable nature could be made to meet the occasion than the provision of latrine accommodation in third class carriages.

Remarks by the Delegate of the Oudh and Rohilkhund Railway.

(1). Waiting sheds are all open to the station-yards; and lower class passengers can obtain shelter at whatever hour of the day or night they may arrive.

Close to some of the larger stations serais have been constructed by municipalities, where individuals and families can be accommodated in comfort during long halts; and this system should be extended.

(2). Time-tables and tariffs in English and two vernacular languages are fixed in the open waiting sheds above referred to.

Ticket windows are opened, and issue commences half an hour or an hour before trains are due to arrive.

(3). Every lower class carriage bears inside and outside a painted notice stating the maximum number of passengers which each compartment will carry.

From the 15th April to the 15th October the number of passengers allowed in a lower class compartment is reduced from 10 to 8.

- (4). The supply of water to both Hindus and Mahomedans is good and sufficient. In the summer months the number of watermen is increased to meet the increased wants, and at changing stations, say 50 miles apart, ample time is given for passengers to alight and supply their own wants at good wells, &c., provided by the Railway Company.
- (5). Doors are locked on one side only, in accordance with the orders of Government; never on both sides. At checking stations the number of ticket examiners and collectors is sufficient to perform their very necessary duties promptly, avoiding undue detentions to passengers.
- (6). Latrines have as an experiment been supplied to certain carriages reserved for native females; and the effluvium from these carriages, although well and frequently cleaned, is very offensive, even after short service. Latrines in carriages give rise to many nuisances on the main line of railway, and more particularly on points and crossings, at entrances to stations, &c. Ample time is given every 50 miles for passengers to visit latrines provided at changing stations.

Minute by the Delegate of the Madras Railway.

- (1). On the Madras Railway waiting sheds have been provided at nearly all stations; trees have also been planted in station compounds, and shelter under both is much availed of by native passengers. Station-masters have strict orders to keep waiting sheds open to the public during all hours.
- (2). Vernacular time-tables and fare lists are exhibited in the third class waiting sheds at all stations on the Madras Railway. At the principal stations the ticket windows are kept open all day long, and at other stations for not less than one hour before each train starts. This information is printed on the top of each window, and the orders regarding them are strictly enforced on Stationmasters by Traffic and other officers.
- (3). The number of passengers allowed to be placed in each compartment is shown as directed by the Government of India. In the Madras Presidency the heat is not so excessive as in the north of India; and being pretty much the neat is not so excessive as in the north of India, and being pretty much the same all the year round, this Company is not prepared to reduce the number during any portion of the year; the fares on this Railway being the lowest in India (two pies per mile only). The gradients also on the line being excessively heavy, the number of carriages on the trains is limited; and to carry out the present proposal would necessitate the running of extra trains, which, under the circumstances of the case, this Company consider they would not be justified in doing.
- (4.) The system of supplying water to passengers en route is carefully carried out on the Madras Railway. Very few, if any, complaints have been received on this point; and wherever it has seemed that more water-carriers were needed, they have been supplied.
- (5). The doors of passenger carriages are only locked on one side, in accordance with the orders of the Government of India. The trains stop at stations for from three minutes to twenty or more; and every facility is given to passengers who wish to leave the carriages to attend to the calls of nature in the latrines which are most conveniently situated at all the stations. Platform refreshments are supplied by contractors, who attend all trains and offer their wares at the carriage windows.
- (6). The Madras Railway do not consider it desirable to supply latrine accommodation in third class carriages. The experiment has been tried elsewhere and not found satisfactory.

ARTHUR M. SAUNDERS,

Agent and Manager, Madras Railway.

SIMLA; 16th September 1882.

South Indian Railway.

- (1). With two exceptions (at Madura and Tanjore, for which plans and estimates will shortly be submitted to Govern-ment), waiting sheds open to the station-yards Admission to waiting sheds. have been provided at the larger stations.
- (2). A vernacular time-table and tariff is exhibited at each station. It is believed that all ticket offices are open for the sale Means of procuring tickets. of tickets in sufficient time to prevent inconvenience to travellers. In practice it is found that the bulk of passengers do not arrive at the stations more than half an hour before the advertised time of departure of trains.
- (3). In the southern portion of the Madras Presidency the range of temperature during the year is not so great as it is in Central and Northern India. It has not been con-Limit of numbers per carriage. sidered necessary, therefore, to vary the number of passengers to be carried in third class carriages.

- (4). Men are employed at all stations to supply drinking-water to passengers in the trains. At the larger stations trains stop a sufficient time to enable passengers to leave the carriages and obtain water from the station supply.
 - (5). Doors are not locked; they are secured by Italian or safety catches.

 Whenever a passenger wishes to alight at a platform, these catches are easily and quickly lifted by the porters.

WILLIAM S. BETTS,

'Agent.

Simla; 15th September 1882:

Great Indian Peninsula Railway.

In reply to the remarks in the memorandum for the consideration of the Railway Conference printed above, which relate to the "Arrangements for the convenience and comfort of the lower class passengers," Mr. Conder states the following as to the Great Indian Peninsula Railway in regard to each of the points named, viz.,—

- (1). The practice of letting the public come into the waiting sheds whenever they arrive at the stations is carried out at the
 larger stations, and it is extended to as many of the
 stations as is found to be practicable.
 - (2). The time-tables are exhibited at all Great India Peninsula stations in Means of procuring tickets, &c. English and in the vernacular.

The fares from the principal starting places—Bombay, Jubbulpur, &c.—are shown on those tables.

Separate printed lists showing the fares from each station to every other station are also put up in English at all stations. These separate lists will also be put up in the vernacular at the principal places.

The ticket offices are open for at least an hour before trains start at all places, and at all large stations they are open for two hours, or even longer. At places where there are many trains they are practically almost always open.

There is, however, not much good in this so far as the public are concerned, because it is found in practice that intending passengers do not often apply for tickets until shortly before the trains are to start.

(3). The number to be carried in each carriage is already put in English and in the vernacular, both inside and outside, on all third and fourth class carriages. If there are a few of these carriages on which it is not yet put, it is being added to them.

The number authorized to be put in each third and fourth class carriage is 50, but the instructions are that in the hot weather only 40 are to be put in each, and also that at other times of the year not more than that number are to be put in if it can be avoided.

Most of the Great Indian Peninsula third and fourth class carriages are of the saloon pattern: but a proportion if not all new carriages and renewal of those classes will be of the pattern which have lateral compartments, and each compartment will be marked to carry ten; these, however, will (except upon emergency) carry only eight in the hot weather.

Supply of water en route. (4). The Great Indian Peninsula Railway provide staff at the stations to supply water to passengers in trains.

These men are of different castes so as to meet the various classes of passengers.

(5). The practice on the Great Indian Peninsula Railway is to lock the doors on one side only. The carriage doors are all fitted with a catch in addition to the door latch and Locking carriage doors. the lock.

There are sufficient ticket collectors and examiners and others to open doors at stations; and at stations where trains stop for more than five minutes, the doors are opened and passengers are allowed to alight.

Native refreshments are sold under authorized arrangements at most of the stations on the Great Indian Peninsula Railway.

(6). Latrines cannot be provided in carriages of any class which have lateral Latrine accommodation in 3rd class carriages supplied in troop trains. Class carriages which are of the saloon pattern these carriages are supplied as much as possible for the conveyance in troop trains of invalids (not in invalid carriages) and women and children.

But the Great Indian Peninsula Railway have not enough second class carriages to provide them for all troops, and 3rd class have therefore been accepted by Government rather than incur the expense of increasing the number of second class carriages. The Great Indian Peninsula Railway Company put latrines in a considerable number of 3rd class carriages, but they were found to be so offensive and objectionable from the way in which they were used, or rather misused, that they became a complete nuisance, besides being a source of danger to health. It has therefore been determined, with the concurrence of the Consulting Engineer to Government, to abandon them, and to adopt almost, if not quite, exclusively carriages with lateral compartments. Troop trains halt at frequent intervals to allow troops to alight; and as practically invalids and women and children are conveyed in carriages which are fitted with latrines, and as latrines are provided at all stations for the public, it is thought that all reasonable requirements are met on that Railway, both for troops and the public.

East Indian Railway.

- (1). Waiting sheds are always open, except the entrance to the platform, and we are gradually extending the sheds both in Admission to waiting sheds. number and dimensions.
- (2). We are arranging to book the passengers in the sheds wherever practicable, and we open the booking windows so as to enable all passengers to obtain their tickets before Means of procuring tickets. the trains arrive.
- (3). Our carriages have been largely increased in width since the present limit per compartment was fixed, and I do not think Limit of numbers per carriage. there is any crowding which would render a reduced limit in hot weather needful. I will, however, look specially into the question and report to our Agent.

We punish severely any of our staff if a case of overcrowding is detected. I have frequently counted the numbers, but have never, during, say, the last four or five years, found more than ten in a compartment.

- (4). This is a point on which we think we excel. Supply of water. We put on extra men at all stations during the hot months of the year.
- (5). Doors are never locked on both sides of our carriages, and we increase the staff until we arrive at the release of all the Locking carriage doors. passengers in the train in 3 to 31 minutes.
- (6). We have latrines at every station. In our new time-table we have provided halts for passengers, and if we find these halts to be insufficient, we will increase them in Latrine accommodation. number and length as may be necessary.

But to provide latrine accommodation in the trains, we should create a nuisance in the trains themselves, as no amount of water and disinfectants would prevent bad smells, whilst the permanent-way would be so far affected as to involve serious consequences as regards labor for keeping the permanent-way in order.

URBAN BROUGHTON.

Bombay, Baroda, and Central India Railway.

The Agent, Bombay, Baroda, and Central India Railway Company, read the following Extract from the Traffic Manager's Memorandum, dated Bombay, 21st August 1882, to the Agent:—

ARRANGEMENTS FOR COMFORT OF LOWER CLASS PASSENGERS.

This is an important matter and deserves attention.

We are very particular to have booking offices opened early, so that passengers may obtain their tickets with comfort, leisurely examine their change and avoid being hustled.

At our Bombay stations we open the booking offices at about 6 A. M., and don't close them until about 10 r. M., and passengers at any time within these hours can obtain tickets and gain access to the platforms. Our tickets have their fares printed on them in English and the vernacular.

We try to give passengers ample accommodation in the carriages, and generally succeed in doing so. Sometimes an unexpected number present themselves, but our carriages are rarely crowded.

We have plenty of water supplies on our platforms.

We only lock the carriage doors on the side farthest from the platform.

Enclosure No. 2 to Railway Circular No. 2 of 1835.

Circular No. III Railway, dated 1st March 1883.

From-The Government of India, P. W. Department,

To-The Governments of Madras, Bombay, Bengal, and the North-Western Provinces and Oudh; the Chief Commissioners of the Central Provinces and British Burma; the Resident at Hyderabad; the Agent to the Governor General for Central India; the Director General of Railways; and the Consulting Eugineers to the Government of India for Guaranteed Railways.

With reference to the general arrangements for the comfort and convenience of lower class passengers travelling by rail, considered at the Railway Conference held at Simla in September 1882, I am directed to state that remarks by the Native Press regarding the absence of reserved accommodation for native females have attracted the attention of His Excellency the Governor General in Council, and on enquiry being made it appears that reserved accommodation is provided on the principal Railways in India as shown in the accompanying abstract statement.

- 2. Arrangements are now being made on several of the State Railways for the provision of an improved pattern of intermediate class carriages. These carriages will have retiring accommodation and reserved compartments, and will be available at a moderate rate for natives desirous of securing seclusion for their families; but His Excellency the Governor General in Council would be glad if somewhat similar arrangements could be generally provided.
- 3. The Government of India also desires that the attention of all Railway Administrations may be drawn to the desirability of reducing the maximum number of travellers in each compartment, especially during the hot weather, and generally of taking all reasonable steps to increase the comfort and convenience of native travellers.

Copy forwarded to the Government of the Punjab, the Chief Commissioner of Assam, and the Agents to the Governor General for Rajputana and Biluchistan.

Statement showing the measures adopted on the principal Railways in India towards providing reserved accommodation for native females.

Name of Railway.	Particulars.
Punjab Northern	One 3rd class carriage on all passenger trains is always reserved exclusively for native females. Some intermediate class carriages have recently been constructed in which upper class natives can travel with their families, canvas purdahs being provided which can be rolled up or lowered at pleasure.
Indus Valley and Kanda-	A third class carriage is reserved on the passenger trains for the
har. Rajputana-Malwa	exclusive use of native female travellers. Third class carriages or compartments are specially reserved for native females on all passenger trains.
Sind, Punjab, and Delhi .	Reserved accommodation for native females to the extent of one third class carriage is provided on all passenger trains.
Oudh and Rohilkhand .	An entire lower class carriage is reserved for native females on all through trains, and a native female ticket collector is provided at checking and changing stations.
East Indian	A special third class compartment is reserved for native female travellers on all passenger trains carrying third class passengers.
Eastern Bengal	A third class compartment is reserved for native female travellers in each of the passenger trains
Great Indian Peninsula .	Third and fourth class carriages are reserved for native female pas-
Bombay, Baroda, and Central India.	Third class female passengers travel in carriages in the rear of the train next to the guard's brake and male passengers in the front of the train.
Bhavnagar-Gondal .	On each train certain third class carriages are set apart for native female travellers:
Madras and South Indian	Compartments of third class carriages are reserved for female travellers in all passenger trains. These compartments are available for all female passengers, but practically they are used only by natives.

Enclosure No. 3 to Railway Circular No. 2 of 1885.

No. 799 R. T., dated 17th July 1883.

From-The Government of India, P. W. Dept.,

To—The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh; the Chief Commissioners of the Central Provinces and British Burma; the Resident at Hyderabad; the Agents to the Governor General for Rajputana and Central India; the Director General of Rajlways; and the Consulting Engineers to the Government of India for Guaranteed

With reference to Public Works Department Circular No. III Railway, dated 1st March 1883, indicating the measures which the Government of India considered desirable in view to increasing the comfort and convenience of native travellers on Indian Railways, I am directed to request that a report may be submitted at the end of this year showing what has been done towards meeting the wishes of the Government of India in this respect.

Enclosure No. 4 to Railway Circular No. 2 of 1885.

No. 870 R. T., dated 7th August 1883.

From-The Government of India, P. W. Dept.,

To-The Government of Madras, Bombay, Bengal, and the North-Wastern Provinces and Oudh; the Chief Commissioners of the Central Provinces and British Burma; the Residents at Hyderabad and Mysore; the Agents to the Governor General for Rajputana and Central India; the Director General of Railways; and the Consulting Engineers to the Government of India for Guaranteed Railways.

In continuation of Public Works Department letter No. 799 R. T., dated 17th July 1883, in which it is requested that a report may be submitted at the end of the year showing what steps have been taken in the direction indicated in Public Works Department Circular No. 111 Railway, dated 1st March 1883, for the promotion of the comfort and convenience of native travellers on Indian Railways, I am directed to offer the following further suggestions and remarks, and to request that the points referred to may be specially noticed when the report in question is submitted. It should be stated in this report what is the practice followed in each case, and how far the remedies suggested are considered practicable and desirable:—

I.—At present, as a rule, only those natives who have railway tickets are admitted on to the platform, and it has been represented that considerable inconvenience is caused by the custom generally in force, which prevents native gentlemen from being present on the platform to meet a friend or relative coming by the train, or to accompany him to it on his departure. The Government of India fully recognises the necessity of preventing the undue crowding of railway platforms, but it is thought that the grievance complained of might be, to a great extent, remedied, without inconvenience to railway working by the adoption at the principal stations of a system, lately introduced by the Sind, Punjab, and Delhi Railway Company at Lahore, of issuing platform tickets at a small charge, which might be fixed experimentally at one or two pice for each such ticket.

II.—It has been brought to the notice of the Government of India that notwithstanding the provisions of Rule 14 of the General Rules for Indian Railways, which prescribes the exhibition, both inside and outside of lower class carriages, of the maximum number of passengers that may be carried in each compartment, undue crowding of the compartments of such carriages frequently occurs; and it should be stated what are the limits in force during the different seasons for each class of accommodation, the minimum space per passenger being given. It should further be impressed on the station staff that the maximum numbers laid down by the Railway Administration are not to be exceeded.

III.—The Government of India has already indicated the measures considered desirable with a view to making the intermediate class accommodation more popular among the better class of natives, and in this connection I am to suggest for consideration that the tickets for this class might, at the principal stations, be sold at the same window as those for the second class, so that the intermediate class passengers may avoid the crowding and discomfort which necessarily occurs at the third class booking office.

IV.—The Government of India would be glad to hear the results of any experiments which have been made in the provision of latrine accommodation in third class carriages. It is true that latrines are provided at each station, but native passengers, not knowing how long the train will stop at a station, are often afraid to leave the carriage lest they should lose their train. I am to suggest that it would, to a certain extent, meet the difficulty if the duration of the halt at each station were called out, with the name of the station, on the arrival of the train.

V.—It appears that the notice required for the provision of reserved accommodation varies from 6 to 48 hours on the different lines. I am to enquire whether it would not be possible to reduce the time of such notice to, say, six hours at some of the larger stations where spare stock is kept, and 24 hours at other stations.

Enclosure No. 5 to Railway Circular No. 2 of 1885.

Note reviewing the reports regarding the provision of latrines in lower class carriages on Indian Railways.

In connection with the frequent complaints in the Native Press of the crowding and inconvenience suffered by native passengers on Indian Railways, the Government of India recognised the necessity of some improvement in

this respect, and desired that the subject of the treatment of native passeners of the lower classes be ventilated at the Railway Conference of September 1882. (See clause 78.)

2. In the notes recorded at the Conference by the several Railway Delegates—

The Oudh and Rohilkhand Railway said that latrines had, as an experiment, been supplied to certain carriages reserved for native females; and it was found that the effluvium from these carriages, although well and frequently cleaned, was very offensive. Latrines in carriages, it was said, give rise to nuisances, more particularly on points and crossings, at entrances to stations, &c.

The Great Indian Peninsula Railway had tried the experiment, but the carriages were found to become so offensive and objectionable as to be a complete nuisance and a source of danger to health. The practice was, with the concurrence of the Consulting Engineer to Government, abandoned.

The East Indian Railway objected to the measure as one which would create a nuisance in the trains themselves, as no amount of water and disinfectants would prevent bad smells; whilst the permanent-way would be so far affected, as to involve serious consequences regarding labour for keeping it in order.

The Eastern Bengal Railway and the Madras Railway objected to the measure as undesirable, adding that the experiment had been tried elsewhere with unsatisfactory results.

3. With reference to clause 78 of the Conference, and further remarks by the Native Press regarding the treatment of native passengers on Indian Railways, and with a view to eventually issuing a Resolution which should contain a summary of the measures adopted for promoting the convenience of native passengers, the following circular and letters were issued by the Government of India:—

Public Works Department Circular No. III Railway, dated 1st March 1883.

Public Works Department No. 799R.T., dated 17th July 1883.

Ditto ditto No. 870R.T., dated 7th August 1883.

Ditto ditto No. 1400R.T., dated 27th December 1883.

Ditto ditto No. 38R.T., dated 10th January 1884.

4. In its letter No. 870R.T. of the 7th August 1883, clause IV, the Government of India said it would be glad to hear the results of any experiments which have been made in the provision of latrine accommodation in third class carriages; and added that, although it is true that latrines are provided at each station, native passengers, not knowing how long the train will stop at a station, are often afraid to leave the carriage lest they should lose their train.

And in the two subsequent letters, quoted above, it was asked-

- (1).—What proportion of each class of passenger vehicles on each line is fitted with retiring accommodation.
- (2).—What is the exact nature of the retiring accommodation provided in each class of passenger vehicles on each line.
- 5. The replies from the several Railway Administrations on the subject of the treatment of third class passengers have been received, and the statement at the end of this Note contains their views regarding the provision of latrines in lower class carriages.

It will be seen that all the principal Railway Administrations are very much against the general provision of such accommodation.

- 6. The only lines on which experiments have been made in this direction, on any large scale, appear to be the Great Indian Peninsula, the Bombay, Baroda, and Central India, the Sind, Punjab, and Delhi, the Oudh and Rohilkhand, the Indus Valley, the Rajputana-Malwa, the Northern Bengal, the Nagpore and Chhattisgarh, and H. H. the Nizam's Railway.
- 7. The Great Indian Peninsula Railway reports that after considerable trial it has been found that it is impossible to keep a third class carriage with latrines free from noisome effluvia. From the sketch plans submitted, it appears that out of a total number of 453 third class carriages, 158 two-compartment carriages have two closed closets in the centre of the carriage, each 4'2" × 1'9," and fitted—one with a commode, and one with a cast-iron plate flooring with a hole in it; and 20 two-compartment carriages have two closed closets, each 2'3" × 2'6," both fitted with a cast-iron flooring with a hole in it.
- 8. In connection with the question of latrines in the third class carriages to be built by the East Indian Railway Company for the through service between Calcutta and Bombay, the Bombay Government, in its letter No. 1076, dated 18th June 1884, quoted the following remarks by the Agent, Great Indian Peninsula Railway:—
- "Urinals in third class carriages have heen tried on this railway for some years, and every exertion was made to keep them clean and free from smell by disinfectants; but in this we so signally failed, that the carriages became an intolerable nuisance,—so much so, that first and second class passengers have objected to travel with these objectionable vehicles in front of them; when standing at stations, the unwholesome smell from these offensive compartments permeates the entire premises.
- "As far back as 1879, in Minutes of Meeting No. 21, it was recorded that in all future renewals of third class carriages, the carriages should be divided into compartments transversely, and be built without urinals; and, now that the fourth class has been abolished, to introduce urinals into the third class carriages would establish a nuisance to the travelling public and the Railway staff, difficult to characterize in sufficiently strong terms, and which would loudly call for removal again at great expense.
- "It would also involve going back to the plan of building the lower class carriages with seats placed lengthways, and the two doors on either side, the risk of overcrowding, difficulties of egress and ingress, and loss of time at stations, that have been complained of for years past, and which we are now making every effort to amend.
- "Furthermore, from a sanitary point of view, latrines in third class carriages must be injurious; the better course, I am confident, is to provide latrines easy of access at all large stations, and allow the public sufficient time to alight for their wants."

And again, "the Agent's chief objection to providing retiring accommodation in this class of carriage is because it will create an almost unbearable nuisance to the travelling public, and lead to grave and just complaint from passengers.

- "I am to add that this is no theoretical idea, but is the result of experience founded upon a considerable trial of the system."
- 9. The Bombay Government then, in the same letter, quotes the following remarks by the Consulting Engineer for Railways, Bombay:—
- "I do not know whether the Agent, East Indian Railway, differs in opinion from the Agent, Great Indian Peninsula Railway, as to the possibility Refers to the through service of designing a latrine for the use of native passen-
- not be objectionable on sanitary or other grounds. I have seen various plans tried, and all have failed. It is difficult to keep a closet in a first class carriage, occupied by two or three European travellers, sweet and clean during a long

journey, and the state of one used by 30 or 40 native passengers may be imagined. A further drawback to the proposal is the pollution of the road itself. It is, in my opinion, a better plan to supply retiring accommodation at stations, and allow sufficient time for native passengers to alight at intervals of two or three hours."

- 10. The Bombay Government then remarks:-
- "I am to say that the Governor in Council considers that there is great force in these remarks, and that he hopes that on re-consideration the Government of India will not insist on the provision of retiring accommodation in the carriages in question" (third class carriages for the through service between Bombay and Calcutta).
- 11. In connection, also, with the through service, the Consulting Engineer, Calcutta, with his No. 2459 of the 28th June 1884, submitted correspondence on the same subject, in which the Traffic and Carriage and Wagon Superintendents, as well as the Agent, East Indian Railway Company, recorded their respective opinions against the proposal to provide latrines in the third class carriages; and it was said that carriages so provided would become an intolerable nuisance, especially when standing at stations.
- 12. The Agent, East Indian Railway, further sent up a copy of a letter from the Company's Consulting Physician, who said that, after carefully reading the correspondence, and examining the plan of the proposed third class carriages, he was unable to imagine the idea of latrine accommodation being carried out in this class of carriage without the vehicle becoming a source of public nuisance to the train to which it may be attached; and added that, with proper arrangement of stoppages, and at halting stations, no inconvenience need be felt by persons of the habits of third class native passengers.
- 13. The Consulting Engineer agreed generally in the views above expressed, and thought a train should be specially halted in the early morning and in the evening to enable native passengers to relieve themselves.
- 14. In the Bombay, Baroda, and Central India Railway third class carriages there are no closed latrines, except in 12 ambulance carriages. All the third class carriages on this line have what is termed the "open seat arrangement," i.e., part of one of the seats is made with a flap to lift up and form a commode, a hole being made through the floor underneath.
- 15. The Agent is said to be averse to making any change in the present arrangement, as the provision of enclosed latrines would involve considerable expenditure, and would lessen the carrying capacity of the carriages by 6 or 7 per cent.; and he thinks they would give less satisfaction to passengers than the present open seat arrangement.
- 16. With reference to the "open seat arrangement," the Bombay Government states, in its letter No. 1440 of 8th August 1884, that, as nothing but extreme necessity would induce an adult passenger to make use of the open seat in public, they are seldom made use of, and for this reason they are not so apt to become offensive as the closed latrines, which passengers have recourse to, whenever provided, to save themselves the trouble of getting out at stations.
- 17. With the solitary exception of the Nagpore and Chhattisgarh Railway, the other lines on which the experiment has been tried seem to object to the provision of latrines in third class carriages.
- 18. On the Sind, Punjab, and Delhi Railway, all ambulance carriage have a closed closet at one end, to which all passengers have access. The floo is leaded, and has a hole in it. Thirty third class carriages are, besides, fitte

with the open seat arrangement, with holes in the floor and shoots. It is said that the majority of native passengers on this line object to the provision of latrines in the carriages.

- 19. On the Oudh and Rohilkhand and Indus Valley Railways, the experiment has been confined to the carriages reserved for native females, in which an enclosed closet, with a shoot in the floor, is provided; but the results have not been satisfactory owing to the difficulty of keeping the latrines clean and free from odour.
- 20. The Consulting Engineer, Lucknow, suggests fitting up a portion of a brake or luggage van specially for this purpose, in two compartments, for men and women respectively, with water tank on top and traps inside; each compartment in charge of a person of proper caste, whose sole business would be to keep it clean and inoffensive. Passengers to be allowed to go into these at any station, and remain there till arrival at the next.
- 21. On the Rajputana-Malwa Railway, the retiring accommodation, in intermediate and third class carriages, consists of a small enclosed closet about two feet square, with a hole in the centre of the floor. The chief objection of the Manager to the general provision of such accommodation seems to be the difficulty of providing latrines in the four compartment side door vehicles, which are said to be more appreciated by the public, as being easier of access and exit, and more private, than the end opening saloon carriages.
- 22. On the Northern Bengal Railway, the open seat arrangement is fitted to 18 per cent. of the third class stock, but the carriages so fitted are reserved for the use of native females. No opinion is given for or against.
- 23. On the Nagpore and Chhattisgarh Railway, all third class carriages are provided with latrines, which are said to be appreciated by the natives, and to be a great convenience, more especially for those travelling long distances with families. On this line considerable attention appears to have been given to the subject, and the results seem to be satisfactory; but it must be remembered that the third class carriages on this railway are not the lowest class: they correspond with the intermediate class on other lines, and are not, therefore, used by the bulk of the passengers.
- 24. In these carriages the floor of the closet is covered with zinc, and the hole in the floor is lined with the same metal. Two brackets are provided, on either side of the hole, to enable the passenger to squat clear of the floor, and the brackets, being hung clear of the floor, do not obstruct cleaning operations.

Cleanliness is secured by an outside receiver, down which buckets of water are emptied at each important station; the receiver narrrows at the throat, and a complete sluicing of the sides of the pan, which is open below, is said to be effected. In practice two buckets of water are found sufficient to thoroughly clean it.

- 25. To sum up. The chief arguments brought forward against the provision of latrines in the lower class carriages are—
 - (1).—The difficulty of keeping the latrines in such carriages clean and free from offensive smells, which would be most noticeable when the train is standing still.
 - (2).—The difficulty of preventing natives from using the latrines when the train is standing at a platform, or arriving at, or leaving, a station.
 - (3).—The pollution of the road itself which would result, and which would be more serious at, and in the vicinity of, stations.
 - (4).—The objections from a sanitary point of view, and the annoyance to the travelling public from the above causes.

(5).—The expense, and reduction of carrying capacity involved.

(6).—The difficulty of providing latrines in carriages divided into four or five transverse compartments with side doors; this arrangement having proved more convenient than two-compartment carriages or saloons with end doors, owing to the greater facilities afforded by the greater number of doors for ingress, egress, checking of tickets, &c.

(7).—The difficulty which would arise on many lines of obtaining a sufficient supply of water for a thorough and frequent

sluicing of the latrines.

- 26. On the other hand, there is the undoubted inconvenience to which native passengers are often subjected from the want of latrines in the carriages, and this is, of course, more especially felt in the case of women and children, invalids and old men, on long journeys.
- 27. It is true that latrines are provided at most stations; but native passengers do not know how long the train will stop, and often dare not leave the carriage for fear of being left behind.
- 28. The Railway Administration does not always regulate the stoppages of a train so as best to suit the wants of the native passengers in this respect; and, where it does do so, it is very difficult to induce natives who are not used to railway travelling to leave their carriages for the purposes of nature.
- 29. Many accidents have undoubtedly occurred, wherein passengers have fallen out of a train when attempting, in the absence of a latrine, to relieve themselves through an open door or out of a window.

5th December 1884.

Enclosure No. 6 to Railway Circular No. 2 of 1885.

Abstract of Reports showing the measures adopted for promoting the comfort and convenience of Native passengers on Indian Railways.

Abstract of Reports showing the measures adopted for promoting the comfort

PRESIDENCE OF THE PROPERTY OF	40	(2)	(3)	(4)	(5)
Railways.	Introduction of improved pattern of intermediate class carriages, with retiring accommodation, and provision of reserved compartments at moderate rates. (P. W. D. Circular No. III Ry., dated 1st March 1883.)	Reserved accommodation for Native females. (P. W. D. Circular No. 111 Ry., dated 1st March 1883.)		Exhibition in the lower class carriages of the maximum number that may be earried in each compartment. Maximum number not to be exceeded. Maximum number not to be exceeded aximum number carried in each class of accommodation during the different seasons, and the minimum space allowed per passenger, (P. W. D. Circular No. 111 Ry., dated 1st March 1883, and letter No. 870 E. T., dated 7th August 1883.,)	Sale of intermediateless tickets at the window used for sale of 2nd class tickets at the principal stations (P. W. D. M. 870 R. T., dated the August 1883.)
ast Indian	There are now 17 carriages with upper bunks, each compartment accommodating eight alceping passengers. These carriages are said to be very comfortable.	As stated in the enclosure to the above Circular, a special 3rd class compariment is reserved for Native female travellers on all passenger trains carrying 3rd class passengers.	At Delhi and Mirzapur platforms, tickets are issu- ed experimentally at one anna each. At other sta- tions respectable Natives are admitted free to the platforms when their pre- sence does not interfere with the efficient working of traffic,	The Traffic Manager is in communication with the Carriage Superintendent on the subject of exhibiting in the lower class carriages the maximum number to be carried in each compartment. The staff is very careful in seeing that the number alloited to each compartment is not exceeded. The maximum number carried in each compartment is 10 throughout the year, and the minimum seat space allowed per passenger is 20 inches.	
(apris	There is no intermediate class earringe. It is thought that this class at a higher fare would not be patronised.	PERMIT	Respectable persons are allowed ou arrival platform, and on departure platform, if accompanying ticket holders. Piatform tickets not issued, nor recommended by the Agent and Manager.	of 20 inches. No distinction is made between the hot and cold seasons, and there is said to be no necessity for this.	carrage.
SOUTH INDIAN	No intermediate class carriage. The 2nd class far being only 4 pies per mile and it having been proposed to provide retiring places in 2nd class carriages, together with reserved compartments for female passengers, the introduction of an intermediate class accommodation is not considered necessary.	all passenger trains.	Respectable persons are admitted free on to the platform. Issue of plat form tickets not recommended by the Agent.	passengers to be reduced t	o carriages,
GREAT LYDIA PREINSULA	There is no intermedia class, neither is it propos to introduce it.	te of and 4th* class carriage are reserved for natification of the second for the second female passengers on the second female female passenger trains.	he at all stations so far as	it class carriages, and the st warned against exceeding th	aff int int int int int ind in a be of ree- ind, o, ored ricin insis insis int int int int int int int int int int

and convenience of Native Passengers on Indian Railways.

(6)	(7)	(8)	(9)
desults of experiments made in the provision of latrine accommodation in grd class carriages. (P. W. D. No. 876 B. T., dated 7th August 1885.)	Suggestion to call out a each station the duration of the halt of a train together with the name of the station. (P. W. D. No. 870 R. T., dated 7th August 1883.)	tion cannot be reduced	what proportion of each class of passenger vehicles is fitted with retiring accommodation. (P. W. D. No. 1400 R.T., dated 27th December 188, pp. No. 38 R. T., dated 10th January 1884.) T
tylects to the measure on account of the disgusting results to both the carriages and the permanent-way. is added that halts are provided at frequent intervals to enable passengers to visit latrinea at stations, and that, if necessary, the number and lengths of halts may be increased. lease see remarks by the Magistrate of Allahabad, pointing out the necessity for retiring accommodation in 3rd class carriages.	The name of the station is called out on the arrival of a train. At stations where a train is booked to stop more than 5 minutes, the doors of all curriages are thrown open, and the occupants are informed how long the train will stop.	served accommodation allowed on less than a hours' notice. But th Company do not agree t insert in their tariff an	is carriages. All 1st and 2nd class carriages running on through trains are provided with retiring accommodation of a uniform pattern: in the former for every 4, in the latter for every 5 passengers, a commode, wash-har its, as, as a commode, wash-har its, as, as a commode, wash-har its as
o latrine accommodation in 3rd class carriages. The journeys made on this line being short, no such provision is considered necessary. If provided, it would reduce the carrying spacity by 25 per cent.	Names of stations and dura- tion of halts are called out. If the duration of a halt is over 5 minutes, the doors of carriages are thrown open.	Reserved accommodation is provided whenever possible without reference to time. It is, however, added that it might happen, where a carriage has to be specially sent, that reserved accommodation could not be provided in less than 48 hours.	In 2nd class carriages, a closet for every two compartments. 3l per cent. of the 1st class carriage stock, and 26'4 per cent. of the 2n class stock, is provided with latrine accommodation.
he 3rd class carriages are not provided with latrine ecommodation.	his is done	24 hours' notice is required at present, but the Board of Directors consider that it might well be reduced to 12 hours. The carriage, it is said, must be reserved from the starting station, as trains frequently run with maximum loads, and an extra carriage cannot be put on at a road-side station.	intended to supply these to the remaining 15 list class carriages. There is no retiring accommodation in the 2nd class carriages, but spplication has been made and sanction given to fit them up in a similar manner to the 1st class. No latrines provided in 3rd class carriages.
d class carriages, as it is been found, after a misiderable trial, that it impossible to keep the triage free from noisome	lation name.		A tracing is furnished by the Agent, showing the nature of the retiring accommodation provided in the carriages. The following table exhibits the total number of carriages of each class and the number fitted with retiring accommodation:—
at every facility should afforded to passengers leave the carriages, and leave the carriages, and le duration of halts ansuced at stations.			Name of the party
		and the second s	First class 83 75 A Second 73 70 A Composite 150 { 50 A Third class 463 { 158 C 20 D
1911 1911 1911 1911 1911 1911 1911 191			In addition to the above, there are 20 composite Post Office and 2nd class carriages, to which there is no retiring accommodation to the 2nd class compartments.

Abstract of Reports showing the measures adopted for promoting the comfort

			(0)	(4)	(5)
Railways.	Introduction of improved pattern of intermediate class carriages, with retiring accommodation, and partments at moderate rates. (P. W. D. Circular No. III Ry., dated 1st March 1883.)	Reserved accommodation for Native females. (P. W. D. Circular No. 111 Ry., dated 1st March 1883.)	Adoption of a system of Platform tickets. (P. W.D. No. 870 B. T., dated 7th August 1883.)	Exhibition in the lower class carriages of the maximum number that may be carried in each compartment. Maximum number not to be exceeded. Maximum number carried in each class of accommodation during the different seasons, and the minimum space allowed per passenger. (P. W. D. Circular No. 111. Ry., dated 1st March 1883, and letter No. 870 R. T., dated 7th August 1883.)	window used for the of 2nd class tickets the principal station. (P. W. D. No. 670 RT. dated 7th August 1883.)
BOMEAY, BARODA AND CENTRAL IMPIA.	There are no intermediate class carriages, and the Company is not disposed to have more than three classes, as it would lead to much light running and to increased working expenses.	Third class female passengers travel in carriages in the rear of the train next to the Guard's brake, and male passengers in the front of the train.	Platform tickets introduced since 1st November 1883. The system is said to be working well in all respects.		
EASTERN BEN	There were no intermediat class carriages on the Railway; but the 3rd clas carriages correspond with the intermediate class carriages on other rai ways, and have been called intermediate class since the line has been under the line has been under the line has been under the line has been under the line has carriages bein now styled 3rd class.	Subject to a minimul- charge of Rs. 5 a fir- class reserved compar- r ment may be taken 1 payment of one addition	have been fully considered Such restriction is n considered necessary present. ** ** ** ** ** ** ** ** **	d. carry 10 passengers, and so of the 4th class carring as 60, a	at the windows far is and 2nd clare he ever the accommodation power of the ever
Sino, Puna and Delki	There are 22 upper, or in mediate, class carria (which allows one my every train), the large epartments of which (per carriage) are provisit a retiring room. The ladies' comparimen fitted with opaque g'and jhilmil windows.	for native females.	a been in force at the Lal	Overcrowding is not permit has hore 1889,	rried now the grad fol-

and convenience of Native passengers on Indian Railways-continued.

(6)	(7)	(8)	(9)			
Results of experiment made in the provision o latrine accommodation is 3rd class carriages. (P. W. D. No. 870 R. T., dated 7th August 1883.)	of the halt of a train,	tion cannot be reduced to 6 hours at large station where spare stock is kept	What proportion of each class of passes accommodation. (P. W. D. No. 1400	R. L., (lated 27th	ted with retiring December 1883.) dation provided.
Please see column 9	This is done	Reserved accommodation may be provided in many	The following stock is provided with re	tiring ac	commodati	lon :—
The Agent states that has no further reports to make at present, as no experiments have been, or are being, tried in 3rd class carriages.	er a 1930 galak et eta palak adel Galak eta basa kendera de eta adel	cases on five minutes notice, but 12 hours' notice or thereabouts is consi dered necessary in some.	The disposition of the control of th	Total number con- structed.	Total number pro- vided with latrine accommodation.	Percentage of vehicles with retiring accom- modation to total number constructed,
			First class and saloon carriages Composite carriages Second class Third class, single storey double mail vans Overland mail vans	23 18 41 187 46 7 3	17 18 20 187 46 7	74 100 49 100 100 100 100
			With the exception of 12 ambulance ca all the 3rd class carriages have opening. The Agent states that a small closed lat of space of about three or four seats carriages, and that if this is desired be estimate of the cost of doing the sar- ing capacity of 3rd class stock by a an addition thereto. Every 3rd class compartment carriage h to be open to objection, though useful	rine mig in the y Gover ne. To bout 6	ht be prov saloon pat nment, he do so, will per cent.,	rided at the cost ttern of 3rd class will submit an reduce the carry- and may involve
Latrine accommodation is not provided in 3rd classs (called 4th class on this line) carriages, the prac- ticability or desirability of this being a matter of some doubt.	The duration of the halt of a train is always called out at stations where it stops for 5 minutes or more.	It is considered that at least 24 hours notice should be given.	The greater part of the lat and 2nd class accommodation, consisting of a bather necessary fittings, attached to each ages out of a total stock of 17, 4 stock of 21, and six 2nd class carriaghthus fitted. Of the intermediate or third class stock of a carriage, and in the seats fitted. In addition to these, the 5 postal vehic ment at each end similarly fitted with partment.	ock, of at the er of these	riage. Ter te carriage of a tota which ther ods partitic comparts	34" × 4' 2", with n 1st class carri- es out of a total 1 stock of S, are re are 46 vehicles, need off from the nents a latrine is
passingers, it is said, object to the provision of latrines in the carriages.	This is done The Agent adds that the Traffe Manager has been instructed to have the information regarding duration of halts at sations printed in vernacular and posted in a conspicuous place in all 3rd class carriages. The 3rd class carriages on this line are now said to be run with doors entirely unlocked. This measure is reported to be very popular with the native travelling community, while no special complaints of fraud or accident have been made by the Railway officials.	Reserved accommodation can be obtained at a short notice at all large stations. For road-side stations, 24 hours notice is considered sufficient.	All 1st, 2nd, composite and reserved as equipped lavatory in each compartment, carriages have latrine accommodation carriage by a closet divided from the lance 3rd class carriages have retiring which all passengers in the carriage hav off and provided with a door, and the as seats when provided in latrines becon to above, 30 third class carriages are partment, these being fitted with shot hinged, and when turned up, forms a class carriages provided with latrine accs. The Consulting Engineer thinks it des number of 3rd class carriages with present form one-third of the 3rd class st	for tw carriag g accon e access. floor is the extrem provides ts, the screen. ommodat	o compare by doe amodation The closs leaded, whely offensi if with hole seat of the The total tion is 60,	termediate class timents in each res. All ambust one end to set is partitioned with a hole in it, ve. In addition in each compared carriage being number of 3rd

Abstract of Reports showing the measures adopted for promoting the comfort

	(n)	(2)	(3)	(4)	(5)
Railways.	Introduction of improved		Adoption of a system of Platform tickets, (P.W.D. No. 870 R. T., dated 7th August 1889.)	Exhibition in the lower class carriages of the maximum number that may be carried in each compartment. Maximum number not to be exceeded. Maximum number carried in each class of accommodation during the different seasons, and the minimum space allowed per passenger. (P. W. D. Circular No. III Ry., dated 1st March 1883, and letter No. 570 R. T., dated 7th August 1883.)	Sale of intermedia class tickets at a window used for so of 2nd class tick, at the principal setions, (P. W. D. N. 870 R. T., dated 7 August 1883.)
OUDH AND OHILKHAND	ducing an intermediate class in lite of the present lower reserved is under the consideration of the Agent.	A lower class carriage is set apart on every train for native women travelling with lower class tickets. Doolies and palanquins are allowed on to the platform, and at principal stations, waiting rooms are provided for native females only, whose wants are attended to by female ticket collectors. Paragraphs 12 and 13 of the Consulting Engineer's letter regarding upper class reserved accommodation may be read, also paragraphs 16 to 20 regarding the desirability of introducing 4 classes of carriages on this line.	purchasing them, have a legal right to admission and to loiter about.	The maximum number of passengers carried in a compartment of a lower class carriage is 8 in the hot and 10 in the cold season. Every possible care is taken that the maximum number is not exceeded, but overcrowding cannot always be avoided, for when families or parties of natives travel together, they prefer being crowded to being separated. The floor space allowed per passenger is 3-66 square feet in cold weather and 4-45 square feet in hot weather, and the cubical content 22-59 feet in hot weather and 23-23 feet in hot weather.	Tickets for lower reserved class passengers a sold at the same widow as those for ill upper class.
CUNSAR NORTH	specially fitted with pur- dahs and retiring closets have been introduced. A plan of the carriage ad- opted was submitted with Manager's No. 7460 of 29th November 1883. (R. R. No. 1401 T. of 1883, linked file.) These carri- ages were first reserved exclusively for native pas- sengers, but as they rax	all passenger trains always reserved exclusive ly for native females.	ls been meroduced water	sengers carried in a 3rd class compartment is 8 during hole weather and 10 during cole weather, and the minimum sitting space allowed per pas senger 25 and 20 inches, res pectively. The order is that the maximum number laid down for each carriage should not be exceed ed, but parties travelling to gether very often misst upon	
	throughout the year practically empty, they have been thrown open to Europeans and Eurasians.		to allow any number of persons on a platform treceive or see off any clas of passengers, so long an oinconvenience is cause to passengers, and at mel and other times to refus admittance to any or except friends of let an 2nd class passengers. If does not recommend an charge to be made, as parment of fares will given any man a claim to concon to the platform eventuring busy times, as adds that if a person real desirous of seeing a frier off cannot get a platfor ticket, he can purchase 2nd class ticket to it mext station for one am or two, and thus get acce to the platform.	terided to carry a less number and object to being separated. d d d d d d d d d d d d d d d d d d	

and convenience of Native passengers on Indian Railways-continued.

	(6)	(7)	(6)	(9)
	Results of experiments made in the provision of latrine accommodation in 3rd class carriages. (P. W. D. No. 670 R. T., dated 7th August 1883.)	of the halt of a train, together with the name of	tion cannot be reduced to 6 hours at large stations	What proportion of each class of passenger vehicles is fitted with retiring accommodation. (P. W. D. No. 1406 k. T., dated 27th December 1833.) And what is the exact nature of retiring accommodation provided (P. 37).
	Latrines are provided in the lower class carriages reserved for females, but the Agent states that, owing to their being misused, their condition is generally fifthy, and that the expediency of discontinuing them is under consideration. Latrines in ordinary lower class carriages are not considered desirable, as they would be distasteful, and even offensive, to passengers.	the name of the station are called out at each station —please see column 6.	sent role vomnishes 40	The whole of the upper class stock has bath-room accommodation, i. e., each compartment is fitted up with a basin, commode and shower bath, the average area thus taken being 26 square feet. In the lower reserved and lower class carriages no retiring accommodation is provided, but in 7 carriages, exclusively reserved for native females, there is a shoot in the floor, enclosed in a cup-board, measuring 4'0' 2'6". In 16 of the lower class carriages, the compartments allotted to the Postal Department are fitted with a shoot in the floor.
	The Agent does not, more- over, admit the necessity for this provision, as there are latrines at all stations, and the duration of halts is called out at each station; and he points out that no such accom- modation is given in England, though the inter- vals between stoppages are often very much longer, and the halts shorter, than in this country,			
	The Consulting Engineer, Lucknow, thinks the most feasible plan would be to fit up a portion of a brake-van or luggage van specially for this purpose, in two compartments, for men and women, respectively, with water tank on top and traps inside, each compartment in charge of a person of proper caste, whose sole business would be to keep it clean and inoffensive.			
	Passengers might then be allowed to go into these at any station, and remain there till arrival at the next.			
	class carriages. Latrines are provided in the intermediate class carriages, but the results are not put the results are not to considered satisfactory. The wood-work of the floor in which a hole is made is said to have got saturated, and there is perceptibly an ofcusive odour about the latrines; and the Traffic Superintered of the control of the con	tions have been issued to have the duration of halts of trains also called out.	To reduction of time is recommended as the carriages have to be hauled a long distance before the accommodation can be provided.	The double 1st and 2nd classes and the composite carriages have retiring accommodation at each end, with a lavatory and water closet: the intermediate class carriages have two enclosed closets, one for each compartment. Each closet is 2° 3° square, and has a hole in the centre of the floor. The third class carriages are not provided with latrine.
Ac	, is provided for native passer	ogers,		

Abstract of Reports showing the measures adopted for promoting the comfort

	(1)	(2)	(3)	(4)	(5)
Railways.	Introduction of improved pattern of intermediate class carriages, with retiring accommodation, and provision of reserved compariments at moderate rates, (P. W. D. Circular No. III Ry., dated 1st March 1883.)	Reserved accommodation for Native females. (P. W. D. Circular No. III Ry., dated 1st March 1883.)	Adoption of a system of platform tickets. (P. W. D. No. 870 R. T., dated 7th August 1853.)	Exhibition in the lower class carriages of the maximum number that may be carried in each compartment. Maximum number not to be axoceded. Maximum number carried in each class of accommodation during the different seasons, and the minimum space allowed per passenger. (P. W. D. Circular No. III Ry., dated 1st March 1888, and letter No. 870 R. T., dated 7th August 1883.)	Sale of intermediate class tickets at the window used for sale of 2nd class ticket at the principal stations. (P. W. D. No. 870 R. T., dated 7th August 1883).
os Valuat	There are no intermediate class carriages at present, but 20 are under supply from England. These will contain separate retiring accommodation for each compartment.		the platforms at the dis- cretion of Station Masters. The Manager thinks that platform tickets may here after be found necessary but he would prefe	sengers allowed to be carried in lower class carriages is painted on them, both inside and outside. For an ordinary 3rd class carriage the maximum number is 50 during the cold weather and 40 during the hot weather. The minimum space per passenger in the cold weather varies according to the type of the carriage from 18 to 20 inches in width of seat and 3rd to 40 cubic feet of space. The most recent and approved	
					•
Barrona Na Malwa	Intermediate class carriag of improved pattern, wi retiring accommodatio are in use.	n, for native females on	form teckers are, as a lissued free of charge friends of in-coming out-going passengers. an experiment, platitickets are being issued be dark Fort at a charge one anna each; if face to answer, the practice ion be extended to other 1 cipal stations.	to the maximum carrying capac of intermediate and 3rd cle form at respectively for all seasons, of minimum sitting accommound tion per passenger being 3 will feet and 3'47 feet.	ity san 8 he da- '34 san ger to dif- ing s a me,

and convenience of Native Passengers on Indian Railways-continued.

(6)	(7)	(8)	(9)
Results of experimen made in the provision of latrine accommodation is 3rd class carriages. (I W. D. No. 870 R. T., date 7th August 1883.)	of the halt of a tr in together with the name P. the station. (P. W.	ion tion cannot be reduced to bours at large state	oda- d to What proportion of each class of passenger vehicles is fitted with retiri
Enclosed latrines are provided in 10 third clas carriages of the ambulanc type which are reserve for native females. Thes are said not to have beekept as clean and free from odour as is desirable, but the Manager thinks that the carriages reserved for native females. He, however, notes that the experience of the Oudh and Rohilkhand Railway goes against even this limited introduction of latrines into carriages, and is strongly opposed to the universal introduction of latrines into Britages, as it would be quite impossible to keep them clean. He adds that the experience of the Great Indian Peninsula Railway, who abandoned the experiment, and the opinious of the other lines recorded at the Railway Conference of ISS2, may be treated as conclusive on this point.	e e de ce de	Forty-eight hours' no is not insisted on wh reserved accommodat can be provided earl but a reduction of this tis not considered advisa at present. The amo of motice, it is said, m depend on the proport of spare stock to the ming stock and 'to length of the line. T proportion is very small the Indus Valley line lat and 2nd class carriag and comparatively lat demands are made them for the use of troo	accommodation, consisting of a small room, half the width of carriages are designed to have a small compartment of the with a native latine, water-tap and a wash-hand basin, Ten 3rd class carriages out of a total of 169 are fitted with an open of the floor, in a corner at one end of the carriage, which has get the floor, in a corner at one end of the carriage, which has get the corner at one end of the carriage, which has get the corner at one end of the carriage, which has get the corner at one end of the carriage, which has get the corner at one end of the carriage, which has get the corner at one end of the carriage, which has get the corner at one end of the carriage, which has get the corner at one end of the carriage, which has get the corner at one end of the carriage, which has get the corner at one end of the carriage, which has get the corner at one end of the carriage, which has get the carriage at th
the provision of retiring accommodation is also not considered necessary, as the average length of journey of a 3rd class passenger on the Indus Valley Railway is about 50 miles, and even on the East Indian Railway only 70 miles. It would, it is said, suffice, if, as on the Indus Valley Railway, the doors were kept unlocked, and he duration of halts at tations, where the train tops more than 10 minutes, vere called out, as suggested by the Government of India, with a proviso, o be introduced on the nous Valley Railway, hat, when passenger rains are running late, bey shall never stop less an 10 minutes at such attons.			
provided with latrine recommodation, but all le Trefle Officers are of pinion that these endpening saloon carriages to not so convenient as the 4-compartment side-	There is a rule in force that when a train stops to minutes, or longer, at a station, the duration of the halt shall be called out; but the duration of all halts of 5 minutes and over of mall, passenger, and mixed trains, will be called out in future with	The rule in force on this line requires a notice of not less than 12 hours, and the Manager thinks that this period cannot be reduced without inconvenience to the Railway and probably, in some cases, disappointment to the public, as reserved	Total number provided with retir-ing accommodation.
sid to be more appre- lated by the public, as less are considered by the public, as less are cases of access and exit, and are more rivate. For this reason, I and class stock now der erection is being astructed on the 4-com- riment principle. A manager thinks that lifting accommodation ould only be provided the following extent:— In mail trains. One saloon third class for females. One intermediate, in both compartments. La mixed trains.	the names of stations.	vehicles are only kept at certain principal stations and need time to be worked to other stations. Whenever possible, reserv- ed accommodation is given in less time.	Royal saloons
One composite intermediate and third class in both compartments for partments for lemales. If found necessary, a compartment of one compartment of one compartment of one ment 3rd class carriage to be fitted up with a latrine for the use of females only.			The retiring accommodation in intermediate and third class carriages consists of a small enclosed closet about 2 feet square, with a hole in the centre of the floor.

Abstract of Reports showing the measures adopted for promoting the comfort

1	(1)	(2)	(8)	Exhibition in the lower class carriages of the maximum	(5)
Railways.	Introduction of improved pattern of intermediate class carriages, with retiring accommodation, and provision of reserved compartments at moderate rates. (P. W. D. Circular No. III Ry., dated last March 1888.)	Reserved accommodation for Native females. (P. W. D. Circular No. III Ry., dated 1st March 1883.)	Adoption of a system of platform tickets. (P. W.D. No. 870 R. T., dated 7th August 1833.)	each compartment. Maximum number not to be exceeded. Maximum number carried in each class-of accommodation	Sale of intermediate class tickets at the window used for sale of 2nd class tickets at the principal stations. (P. W. D. No. 870 R. T., dated 7th August 1883.)
Rasputana- Malwa-costd.					
WARDRA COAL	The third class on this lin corresponds with the intermediate class on other lines.		Introduction of platfor tickets not necessar Every one is admitted fr to the platform.		the passenger traffe very small.
CALCUTTA AN SOUTH-EASTER AND NALBATI	N Class on ches	nor carriage on each trans	lass The necessity for stickets has not been fe tall-oni-hati	passengers have been found overcrowd compartments, mindful of the space avails. There are two kinds of loclass carriages, viz., vend or lowest class and third of Accommodation was origin provided for the vendors covered wagons fitted racks, but they are being placed with old 3rd class cages which are of an obstype and better suited vendors' than for 3rd carriages.	wer wer oos' ass. ally is fifth y yo- arri- for lass each
				passenger in the 25 was still used as vendors' carriage for 5 sq. ft. in the old class carriages converted vendors' carriages, 4-65 ft.; in the old 3rd class cless still used as such, 5° ft.; and in the new 3rd carriages of the standard 4°32 sq. ft. The maximum humber of sengers allowed to be concerned in each carriage is show the outside.	and into sq. vehi- sq. vehi- sys. class type,
Northest Gal.	Ten such carriages 5 berths in each eo ment, with retiri commodation, have sanctioned for the 1 For rates at which r accommodation is a please see extract f Manager's letter, N, dated 15th Janual furnished by the ment of Bengal,	been and one of the trains. served llowed, om the 5.78W admit of a composition of a composition of the trains.	eserved use of the mail mixed have not become ant enough as yet. Respectable natives mitted free into the forms.	import- ment is 12, and that eaclass compartment 8, th mum floor space per pa are ad- being 41 and 32 squa	ch 3rd at stations, of S exception of S where intersections are feet class tickets are sold at the sol

and convenience of Native Passengers on Indian Railways-continued.

		kon in too day the said of the said	
(6)	(7)	(8)	(9)
Results of experiments made in the provision of latrine accommodation in 3rd class carriages. (P. W. D. No. 870 K. T., dated 7th August 1883.)	Suggestion to call out at each station the duration of the halt of a train, together with the name of the station. (P. W. D. No. 870 R. T., dated 7th August 1883.)	Whether the time of not for reserved accommo- tion cannot be reduced 6 hours at large static where spare stock is ke and 24 hours at othe (P. W. D. No. 870 R. dated 7th August 1883.)	the What proportion of each class of passenger vehicles is fitted with retiring accommodation. (P. W. D. No. 1400 R. T., dated 27th December 1883.)
The mail trains now run with at least one saloon 3rd class and one intermediate, and the mixed trains with a composite intermediate and 3rd class carriage. All the Traffic Officers and the Manager are of opinion that it is not advisable or necessary to provide latrine accommodation in mixed trains, as these stop at each station, and as nearly all the stations are provided with adequate latrines.			
Please see col umn (0)		Reserved accommodation provided on 24 hour notice.	Only two 1st class compartments, out of three, are fitted with retiring accommodation. No other passenger vehicles have this convenience. Latrine accommodation will be provided in the new 3rd class carriages, which will soon take the place of the old Great Indian Peninsula stock now running.
The lengths of the lines being short, and the stoppages frequent, no retring accommodation in 3rd class carriages is said to be wanted.		eserved accommodation is provided on short notice.	a All lat and 2nd class carriages received from the Patna-Gya Railway are provided with retiring accommodation, but no such provision has been made in the 3rd class carriages.
Latrine accommodation is provided in the 3rd class provided in the 3rd class compartment reserved for the studies of the studies of the many continues on the mail and one of the mixed trains, but nothing has been done in the direction of making such provision general, as, when trains are timed to stop at stations for more than 5 minutes, the duration of halt is called out.	ab no at tio hav	tice (48 hours) required present until the addi- ual carriages ordered we been supplied to the affic Department.	The 1st and 2nd class carriages have retiring accommodation. There is no such accommodation in the intermediate class carriages, but the new type vehicles of this class are being provided with it in each compariment. 18 per cent, of the 3rd class stock have retiring accommodation. The latrine accommodation provided in 1st and 2nd class carriages is similar to that for 1st class and composite carriages, respectively, shown in Mr. Molesworth's Drawing No. 14 of 9th August 1877. The new type of intermediate class carriages will have accommodation similar to that of composite carriages, except that the latrine will be on the floor of the carriage, and there will be no washing basin. In 3rd class carriages the latrine forms part of the ordinary bench, and is covered by a hinged lid.
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Abstract of Reports showing the measures adopted for promoting the comfort

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Ra`lways.	(1) Introduction of improved pattern of intermediate class carriages, with retiring accommodation, and provision of reserved compartments at moderate rates. (P. W. D. Circular No. III Ry., dated 1st March 1883.)	Reserved accommodation for Native females. (P. W. D. Circular No. 111 By , dated 1st March 1888.)	Adoption of a system of platform tickets. (P. W. D. No. 870 R T., dated 7th August 1883.)	Exhibition in the lower class carriages of the maximum number that may be carried in each compartment. Maximum number not to be exceeded. Maximum number earried in each class of accommodation during the different seasons, and the minimum space allowed per passenger (P W. D. Circular No. 111 Ry., dated 1st March 1883, and letter No. 870 R. T., dated 7th August 1883)	Sale of intermediate class tickets at the window used for sale of 2nd class tickets at the priucipal states. (P. W. D. No. 870 R. T., dated 7th August 1883.)
Tishoor	Proposals are under consideration for introducing at an early date this class of carriage with retiring accommodation.	A compartment of a 3rd class carriage attached to each train has been hither-to reserved for native females, but this accommodation being insufficient, the Manager has ordered half a 3rd class carriage to be reserved in each train for the purpose.	The introduction of plat- form tickets is not consi- dered desirable, as no in- convenience is felt by allowing native gentlemen free access to the plat- forms.	The maximum number for each 3rd class compartment is 8. This gives a floor area of 34 square feet per passenger. During "Melas" when the 3rd class stock is found insufficient, 3 flap-door wagons are used for male passengers, and not more than 24 are put into a 14' wagon, or more than 25 into an 18' wagon.	The Manager does not consider that there is any necessity to make any distinction of windows for this class of traffic, as there is in general ample accommodation for obtaining tickets.
	rece				
CAWNFORD-ACHNERA.	It is intended to have a compartment at each end of 6 composite Postal carriages fitted with retiring accommodation and provided with seats for 5 or 6 intermediate class passengers paying four fares or 1 anns per mile to reserve the whole compartment. Should this accommodation become popular, more carriages can be provided by dividing an ordinary 3rd class carriage into four such compartments, and reserved accommodation brought within the reach of the poorer travellers. It is also proposed to have six 3rd class carriages are to be reserved for native females, and any traveller paying 0 third class fares is to have a compartment reserved for him.	At present one carriage on every train is reserved for native females.	There are no stations of such magnitude as to render issue of platform tickets necessary.	The maximum number allotted to each vehicle is the same throughout the year. The whole of the 3rd class carriages are now being altered and a third seat is being added to the onnibus carriages which will give a length of seat of 18" for each of 33 passengers. The new carriages under construction have side doors and are divided into four compartments, each seating 8.	This will be done where there are separate ticket windows.
NAGPUR AND CHRATTISGARE.	The 3rd (intermediate) class carriages are pro- vided with closed retiring accommodation in each	One-half compariment of a 3rd, and the whole of a 4th class carriage are reserved exclusively for native fe	mission of natives on to	is painted, both inside and out-	been issued to at principal stations to
	accommodation in case accommodation in compartment and the doors and windows fitted with venetian shutters, whereby sechision for the families of native passengers can be secured. The rates in force for reserved accommodation are— 22 fares for a whole 4th class carriage. 24 fares for a whole 3rd class carriage. 12 fares for half 3rd class carriage. The above rates appear to be based on the maximum number allotted to each carriage (vide column 4).	males on all trains, and when this accommodation is found insufficient, extra accommodation is supplied.		Each 3rd class carriage contains two compartments, each of which is intended to carry 12 passengers; and cach 4th class contains four compartments, each of which is to carry a maximum number or eight passengers. No overcrowding is allowed under any circumstances. The seat space allowed to each passenger is about 18" in both 3rd and 4th class carriages.	ties to 3rd class termediate) passengers as 1st and 2od class. A similar order will be issued to all stations.

and convenience of Native Passengers on Indian Railways-continued.

		BELLEVIN STREET		
(6)		(7)	(8)	(0)
Results of experimate in the provisitation accommodate accommodate and class carriages W. D. No. 870 R. T., 7th August 1883.)	ion of of the h	to call out at ion the duration the duration at train, with the name of on. (P. W. D. R. T., dated 7th 1853.)	Whether the time of m for reserved accomm tion cannot be reduce 6 hours at large stat where spare stock is k and 24 hours at off (P. W. D. No. 870 R. dated 7th August 1833	oda- dd to What proportion of each class of passenger vehicles is fitted with with with with with with with with
No provision of la accommodation has been made on this Ra in 3rd class carriages the Manager is of op that it would tend to carriages unhealthy spread disease. Latt are provided at station, and it is prop to act up to the sug tion of calling out duration of halts at stations where trains for about 10 minutes.	yet column (6) lway , and nion make and riines each osed gyes- the all	femarks in	The time of notice quired for reserved ace modation is 12 hours the larger, and 24 hour the smaller, stations. 'rolling-stock is not st clent to reduce the time	om- on- on- on- on- on- on- on- on- on- on
To call out the halt at a station for the mail tra which only stop 3 min at minor stations, we in Manager's opin cause a delay to the tra	ins, ates uld,			
It is not proposed to p vide latrine accommod tion, except in the inte- mediate class carring and those reserved if native females, as it feared that, if given gen rally, the maintenance the permanent-way wou suffer.	trains at sta called out.	tions is now s	per notice required at pro- ent is 12 hours. The armot be reduced owing the small number of chicles available for re- ervation.	
All Sant As				
All art class carriages are provided with latrines. They are said to be appreciated by the natives, and to be a great convenience, hore especially for those traveling long distances with families. Latrines are provided at convenient places on the passenger platforms.	The name of the called out on trains, and amp afforded to those to alight.	arrival of furn le time is on 6 who wish pur,	and 24 hours' notice	The 1st and 2nd class vehicles are all provided with the usual water closet retiring arrangement. The 3rd (intermediate) class carriages are also provided with closed retiring accommodation, the cleanliness of which is secured by an outside receiver, down which at each important station buckets of water are empfied. The receiver narrows at the throsi, and a complete sluicing of the sides of the pan (which is open below) is effected; in principle, two buckets of water are found sufficient to thoroughly clean it. The floor of the closet is covered with zine, and the hole in the floor is lined with the same metal. Two brackets are provided, on either side of the hole, to enable the passenger to stand clear of the floor. The brackets are clear of the floor so as not to obstruct cleaning operations. The 4th class carriages have no latrine accommodation, but the question of providing the same will not, it is said, be lost sight of, when new carriages are under construction.

Abstract of Reports showing the measures adopted for promoting the comfort

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1	(1)	(5)	(3)	(4) Exhibition in the lower class	(8)
Rallways.	introduction of improved pattern of intermediate class carriages, with retiring accommodation, and provision of reserved compartments at moderate rates, (P. W. D. Circular No. III Ry., dated lst March 1883.)	Reserved accommodation for Native females. (P. W. D. Circular No. III By., dated 1st March 1883.)	Adoption of a system of Platform tickets, (P.W.D. No. 870 R. T., dated 7th August 1883.)	carriages of the maximum number that may be carried in each compartment. Maximum number not to be exceeded. Maximum number carried in each class of accommodation during the different seasons, and the minimum space allowed per passenger. [P. W. D. Circular No. III Ry, dated lat March 1883, and letter No. 870 R. T., dated 7th August 1883.)	Sale of intermediate class tickets at the window used for sale of 2nd class tickets at the principal stations. (P. W. D. No. 870 R. T., dated 7th August 1883.)
Barrish Rusma	No intermediate class carriage is necessary owing to the rates being execedingly low for the country, etc., 3 pies per mile for 3rd class passengers, and 48 pies per mile for 2nd class passengers. The 2nd class is freely used by the wellto-do natives of either sex, and the composite carriages have retiring accommodation, though it is doubtful whether it is used by Burmese travellers.	No reserved accommodation is required, as there is no caste system, and the women freely associate with men. It is never asked for, nor are any complaints made of its absence.	The introduction of plat- form tickets is not con- sidered necessary, as the numbers of persons desir- ing admittance to the platform at more import- ant stations are never very large. No restrictions are placed on respectable persons going on to the platforms with, or to meet, friends.	carriages are without seab- remainder are without seab- rhe maximum number allo- ted to the former is \$2 and that to the latter 30, the space allowed per passenger being 37 and 3 square feet respec- tively.	The second secon
BRAYNAGAR-GONDAL.	No intermediate class car- riages. When introduced, they will be fitted with retiring accommodation. Designs and estimates for four carriages are in course of preparation.	Six carriages have had the end compartment pannelled to the roof, and our is run on each train and can be reserved on payment of six fares. On each train certain 3rd class carriages are set apart for native female travellers.	The practice of issuing platform tickets, at a charge of 3 pice per head is about to be introduced.	is painted on each carriage in both English and Burmese. The maximum number allotted to a compartment is eight, and whenever possible, this	The question of intro- ducing intremediat- class carriages is under consideration, and if introduced, tickets will be sold, where separate windows are in use, at the 2nd class ticket window.
His Highness the Nizat's.	intermediate class of earn ages is not recommended. The requirements of the	lies was provided during the second-half of 1883	stations except Hyderaba where the privilege is e tended to the relatives at followers of 1st and 2s	only a single service daily, it is almost impossible without either constant empty hanlage or much discontent to prevent its occurrence at intervals. The maximum number to be a seen condepartment is marked both its aide and outside of the carriages, but notwithstanding this, great difficulty is said to	The better class of Native and Eurasian passengers at terminal stations obtain tickets from the window where ist class
	better class of natives can the Manager thinks, b met by adopting low rate for reserved 3rd class com partments.	two or more 3rd class vehicles with end compar	s class passengers only; to 3rd class passengers having	be frequently experienced of the preventing overconding. A seat space of 18 inches allowed per passenger in 3 of old the prevention of th	is rd
Mysour	class carriage on this in and there is said to be necessity for such acco- modation, owing to t short length of the line.	no every passenger train native females.		is 10, and the minimum sittle en space allowed per passenger ide, 1'2\frac{1}{2}".	ree an- not
DARJEBLING HIMALATAS		Arrangements have brande to reserve half of 2rd class trolly on e passenger train for convenience of us females, the other being available for so of them as may requested accommodation.	d A cach the tive half uch uire		
Assaw					

and convenience of Native Passengers on Indian Railways-concluded.

	(6)	(7)	(8)	(9)		
•	Results of experiments made in the provision of latrine accommodation in 3rd class carriages. (P. W. D. No. 870 R. T., dated 7th August 1883.)	Suggestion to call out at each station the duration of the halt of a train, together with the name of the station. (P. W. D. No. 870 R. T., dated 7th August 1993.)	Whether the time of notic for reserved accommodition cannot be reduced to hours at Jarge station where spare stock is kep and 24 hours at other (P. W. D. No. 870 R. T dated 7th August 1883.)	What proportion of each class of passenger vehicles is fitted with retiring accommodation. (P. W. D. No. 1490 R. T. dated 97thed		
	The third class carriages were at first provided with retring rooms, but as they were never used, the partitions have, after full trial, been removed. The provision of latrines at stations which are, on an average, only 7½ miles apart, is said to be sufficient to meet all requirements. These are freely used by both sexes and all classes.		No reserved accommendation is now allower on this line owing to paucity of stock. A the stock increases, the question of a change in this respect will, it is said, be considered.	1 (1) And (0).		
	not provided with fatrines, and as the trains halt at no very great intervals for periods of six and eight minutes at water- ing stations, they can, it is believed, be done without. The question of supplying latrines in carriages to be reserved for women and children will be considered	Arrangements will be made for calling out the length of stoppage at all stations where it exceeds 3 minutes, at the same time as the name of the station.	The time of notice will be reduced to 6 hours at stations where stock is kep; for out-stations it cannot be put at less than 36 hours owing to the few trains running.	consists of a small lavatory and latrine for each saloon or compartment. Four 2nd class carriages are also being fitted with it. These carriages are haing logistic latring to the compartment are haing logistic.		
	when any further 3rd class stock is under considera- tion. Intermediate class carriages, when introduced, will be fitted with retiring accom- modation.					
	Latrines are provided in most of the 3rd class carriages, but owing to the difficulty in keeping them clean throughout s journey, they are most offensive, and a source of nuisance rather than a convenience; and as there are latrines at all stations, in building new stock it is not proposed to provide latrines in 3rd class carriages.		living to paucity of stock, no reduction of time of notice is possible.	Latrines are provided in all 1st and 2nd, and in most of the 3rd class carriages. A corner of each 3rd class vehicle is acreened off for this purpose. The floor is pretected by atrong zine sheeting, and every endeavour is made to keep the closets clean. This is, however, said to be a difficult matter during the hot season, as water is not procurable at Wadi for washing carriages. All 1st and two 2nd class carriages are fitted with a water closet and lavatory, and the remainder of the 2nd class stock with latrines only.		
	No latrines are provided in 3rd class carriages, as the frequency and duration of halts give and time to passengers at stations. In order to facilitate the lagress and egress of passengers, the practice of sociary the doors of carriages has been discontinued.	f c a c c a c c a c c a c a c a c a c a	ne time of notice required or 3rd class reserved ac- commedation is 12 hours, and that for 1st and 2nd lass accommodation 24 ours. At the terminal tations of Mysore and tations of Mysore and tangaiore, 3 hours' notice as a matter of fact, ufficient to secure reserved commodation in any lass.	The 1st and 2nd class carriages are provided with latrine accommodation. There are no latrines in the 3rd class carriages.		
	Fide column (9)		-	The nature of the stock in use on this line does not admit of retiring accommodation being provided. This want, however, it is stated, is not felt, owing to frequent stoppage of trains at watering and passenger stations.		
			3	Yone of the vehicles are fitted with retiring accommodation.		

FINANCE AND COMMERCE. GOVERNMENT OF INDIA DEPARTMENT OF

of the official year 1884-55, and of the thirteen preceding years. months (excluding Salt Revenue) for the first ten THOUSANDS OF RUPERS. Rerenne Customs Land puo the Net Indian Sea Comparative Statement of

1884-85. 1875-76. 1883-84 1873-74. 1877-78. 1871-72. 1874.75 1872-73. 1,85,85 1,68,25 1,89,02 1,90,49 1,69,69 1,80,27 1,76,27 1,91,75 1,86,60 1,86,78 Fotal Reve-46,14 37,49 32,14 38,48 38,89 51,67 42,73 50,45 96,69 Export Reve-33,46 35,64 34,08 ,33,72 46,29 40,04 29,36 1,31,79 1,34,27 ,35,64 ,32,20 ,37,79 1,13,91 1,44,51 ,53,71 Total Import Reve-1,01,191 1,07,87 98,42 85 23,94 -72* 95 1,23,73 1,13,01 On other mports. 30,60 33,23 30,94 34,18 22,56 24,31 26,96 32,53 29,77 26,92 21,26 19,68 23 21 33,49 23,16 27,38 30,51 27,40 15 25,00 20,54 21,33 18,52 96 Total Reve-23 29 22.70 31,09 23,96 18,99 26,24 16,71 16,09 18,25 11.68 20,07 15,25 12,01 On Exports. 13,64 23,24 9 6.73 12 4,43 5,22 5,78 5,73 5,74 6,81 4,05 On other inports 3,56 1,31 4,21 6,43 6,54 6,39 3,12 3,47 4,10 3,98 5,89 3,12 2,70 5,51 5,71 1,32 2,51 8,89 16,40 18,42 19,63 14,47 16,33 7,64 20,47 8,20 26,46 25,57 24,63 25,05 22,61 Total Reve-nue. FOR THE TEN MONTHS, APRIL TO JANUARY.

SINDH. MADRAS. 6,43 6,38 3,95 3,14 5,88 4,63 1,85 3,80 11,47 11,09 9,40 9,25 11,51 On Export 10,10 7,87 86,7 7.71 8,86 On other Imports. 10,13 11,38 11,58 8.20 10,40 4,18 4,46 4,19 On Imports of Liquors. 4,39 3,10 3,65 4,49 4,62 3,14 3,20 4,75 4,28 3,23 3,40 2,13 2,80 4,53 3,83 2,96 5,37 3,66 2,35 3,51 Total Reve-nue. 49 46 27 On Exports. 25 21 1,72 1,02 80,1 25 90 23 1.25 1,73 1,06 60 65 25 25 62 On other Imports. 1,11 26 90 85 1.04 3,08 3,28 1,60 2,64 4,10 3,17 2,87 On Imports of 1,13 1,01 95 1,23 1,61 89 1,11 11,12 43,35 56,93 80,08 43,05 49,68 47,55 48,26 48,95 49,79 46,41 Total Reve-nue. 1,53 1,30 1,90 1,53 1,67 3,68 On Exports. 3,69 2,98 66 94 88,1 2,07 4,01 -1,01 39 39,74 36,48 35,18 41,50 38,47 33,47 40,14 8 40,48 46,61 39,86 37,28 On other Imports 7,24 7,19 7,20 86'4 8,41 8,49 5,39 5,63 5,92 8,96 On Imports of Liquors. 5,40 4.65 6,93 28,06 22,25 90,42 83,90 90,16 88,94 80,89 75,78 82,59 72.54 19'06 Total Reve-11,47 15,42 92,76 18,46 15,03 15,89 15,17 16,89 16,48 11,32 12,41 14,51 On Exports. 20,58 54,88 55,12 68'09 30 62,56 92,89 45,03 3 56,58 65,37 50,57 61,03 57,90 On 12,03 10,48 98'8 9,76 10,49 12,12 11,82 9,95 18'01 10,99 10,89 10,88 8,81 YEAR. 1871.72 1872-73 1873-74 1874-75 1878.79 1879-80 1877-78 1881-82 1880-81

DEPARTMENT OF FINANCE AND COMMERCE,

STATISTICAL BRANCH;

BARBOUR, M. D.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

THE FINE-ARTS UNIVERSAL EXHIBITION OF ANTWERP IN 1885.

Circular No. 13 Ex.

Extract from the Proceedings of the Government of Iudia, Department of Revenue and Agriculture, (Museums and Exhibitions),—dated Calcutta, the 14th February 1885.

RESOLUTION.

READ the following-

No. 16 E.U.B.A., dated Bombay, the 29th December 1884.

From-F. Masotti, Esq., Acting Consul General for Belgium in British India, To-The Secretary to the Government of India.

I HAVE the honour to inform you that a Universal Exhibition of Fine Arts is to be held next summer at Antwerp, to which I am desired to invite the Government of India's, and through it, the Governments of the various Presidencies' official co-operation. This Exhibition, which is being organised by the Royal Society of Antwerp for the encouragement of Fine Arts, under the patronage of Government, and with the support of the Communal Administration, is to take place instead of the 24th triennial concours, and is to be opened on 2nd May next.

I beg to address you under separate cover twelve copies of the Prospectus of the said Exhibition setting forth its general rules and regulations, and shall feel very much obliged by the Government of India giving to the project the widest possible publicity.

I venture to hope that the Government of India may be graciously pleased favourably to receive the invitation I have been deputed to convey, and intended, moreover, in the interest of Artists.

May I be permitted to add, that Antwerp will, no doubt, next year, attract a considerable number of visitors of every nationality desirous of seeing the International Exhibition that is to testify to the aptitude and genius of every nation. This opportunity will be availed of to visit and contemplate the vast nautical establishments which have made Antwerp one of the first ports in Europe.

Moreover, that city, it is almost superfluous to mention, is not only a commercial centre, but has for centuries past ranked eminently amongst the world of arts, as shown by its chefs d'œuvre preserved in its Museums and Churches. A visit to Antwerp will, therefore, prove of the utmost interest for the artist as well as for the business-man and tourist.

The retrospective Exhibition of Art and Industries which it is proposed to open also in 1885 will further add to the numerous attractions of that commercial metropolis.

In conclusion, the Royal Society will organise, according to custom and with the authority of the Belgian Government, a lottery of art-objects acquired from amongst the exhibits, without distinction as to origin.

Belgium, and especially the city of Antwerp, reserves the most cordial reception to the foreign artists who, I trust, will numerously respond to the present appeal.

THE FINE-ARTS UNIVERSAL EXHIBITION OF ANTWERP IN 1885.

GENERAL REGULATIONS.

ART. 1.

The Fine Arts Royal Society of Antwerp shall, under the patronage of the Belgian Government, and with the co operation of the Autwerp Communal Administration, organise a Universal Exhibition of Fine-Arts, to take place at Antwerp in 1885, instead of the 24th Triennial Exhibition.

The ground to be assigned for the exhibition of Fine-Arts shall be close by that allotted for the exhibition of Industry, and comprise an area of over 8,000 square metres.

ART. 2. .

This Universal Exhibition shall open on the 2nd May, and close in October of the said vear.

ART. 3.

The sites shall be placed gratis at the disposal of exhibitors.

ART. 4.

The Belgian Government will be represented by a Commissioner-General, Count Adrian d'Oultremont, M.P., and by a Special Commissioner, Mr. Cuylits, President of the Royal Fine-Arts Society; the latter will also act as the Commissioner to the Belgian Section in the

The Commissioner-General representing the Government will be the corresponding official Exhibition. between the Society and the foreign representatives.

Foreign Governments are invited to-

(1) appoint Committees, in the terms of these regulations, for inviting their respective countries taking part in the Exhibition;

(2) to accredit with the Belgian Government their respective agents to represent their exhibitors and watch over their interests.

The Society's Managing Committee shall have no direct correspondence with foreign exhibitors having their respective Government representation in the terms of Art. 5.

ART. 7.

The Exhibition shall comprise

(1) one Belgian section;

(2) as many other sections as foreign Governments there may be officially represented.

(3) or if preferable, one single section for all foreign nations.

Foreign Committees should inform the Society's Managing Committee, as soon as possible, what space of ground they may possibly require.

Consequent upon this information, the Managing Committee shall, in concord with the Government Commissioner-General, proceed, without delay, to allot the sites to each foreign section in proportion to their requirements.

This allotment effected, notice shall immediately be given to the Foreign Committees that they may avail themselves of the ground thus assigned to each of them.

The Exhibition will be open to the works of Belgian and foreign artists that lived up to the 1st August 1880, comprised under one of the five following classifications:-

(I) Pictures and Paintings.

- (2) Drawing in pencil, Water-colours, and Miniature.
- (3) Sculpture.
- (4) Architecture.
- (5) Engravings and Lithographing.

ART. 10.

The following shall be excluded :-

- (1) Porcelain or Faience Pictures.
- (2) Copies, except such as reproduce a work of art of a different design.
- (3) Art-works sent in by individuals other than the artists themselves, without their authorisation or that of their assigns.
- (4) Art-works included in the above five classifications that may not be duly protected by frames.
- (5) Anonymous works of art.

ART. 11.

The total number of Art-works to be exhibited by Belgian artists should be limited

700 under the 1st classification.

the 2nd

100 the 3rd 50 the 4th

50 the 5th

ART. 12.

The admission of Belgian Art-works shall be decided by a Jury appointed by the Government and composed of 33 members, of which 16 will be nominated by the Government, 16 by the Society's Managing Committee and the President, who shall be the Government Special Commissioner to the Fine-Arts Universal Exhibition.

Each delegation, the Government and the Society's, should include at least 14 artistmembers, five of them to be general painters, three historical painters, two statuary artists, two architects or draughtsmen, and one engraver.

The said Jury shall decide also upon the admission of Art-works from foreign artists

whose Governments may not be represented in the Exhibition.

Upon settlement of this affair, the Jury shall determine what Art-works should have the most prominent location. The Jury's decision shall hold good when the quorum shall consist of the majority of their members; but for deciding upon the admission of Art-works the majority should consist of two-thirds of the members present.

Secret balloting shall be granted whenever any Jury-man applies for it.

ART. 13.

For the proper display of Art-works, the Jury appointed according to Art. 12 shall constitute a Committee composed of their President and as many members as they deem necessary, provided the Government and the Society be equally represented between them.

ART. 14.

The Society's Managing Committee shall have made out an official catalogue of the Exhibition.

ART. 15.

Belgian artists shall be allowed carriage free for their goods to and from the Exhibition but only through Belgian railways, exclusive of any dray-carting expenses.

Foreign artists should send in their goods, all charges prepaid, to the Belgian frontier and take advantage of the special tariff No. 10, that is to say, of paying simply full importfare and no export fare.

Goods from Belgian artists abroad must be sent in, all charges prepaid up to the Belgian frontier.

ART. 16.

General surveillance over the different sections shall be guaranteed by the Society. The Society's Managing Committee shall attend to-

(1) the decoration of the whole Belgian Section;

(2) receiving, unpacking, displaying, repacking, carriage and re-carriage of their Art-works and packages

Foreign Commissioners shall attend to-

(1) The decoration and organisation of their Sections.

(2) The unloading and reloading of wagons, unpacking and repacking of their tapestries, &c., defraying their expenses, carriage and re-carriage of their packages, and special surveillance over their Sections during day-time.

In the management of their Sections, they should carefully look after the proper display of their goods all round, their separate classifications and ornamentations.

They shall enjoy the advantages offered by the special regulations respecting the transport, receiving, arranging, and re-shipping of their Art-works, as well as the advantages offered to foreign exhibitors by the customs tariff in the terms indicated in these regulations by the Belgian Government's General Commissioner.

ART. 17.

The despatch of goods shall be noticed by means of a certificate in triplicate, drawn up after a model to be hereafter forwarded in due time to interested parties, along with precise information as to dates, &c.

The packages of Art-works from foreign artists, whose Government may be represented 16 3 rding to Art. 5, should be labelled to the address of their official Committees: the Society's Managing Committee shall refuse every package not in conformity with this essential condition.

ART. 18.

An international prize-awarding Jury shall be appointed under the Government's auspices, who shall choose from among themselves their Chairman, Vice-chairman, and Secretary.

For every class of goods the number of Jurymen shall be divided between the Belgian and oreign nations in proportion to the number of exhibitors.

The Committee of each nation officially represented shall nominate what Jurymen they may be entitled to choose as well as their Chairman and Secretaries.

Jurymen that Belgium may be entitled to elect shall be nominated by the Jury of admis-

sion in the terms of Art. 13, who shall also name their Chairman and Secretary.

In the same manuer they shall elect extra Jurymen to substitute the titular ones in order of seniority or other special attribute, whenever their attendance shall be required by the Jury of the class they may belong to. Their office shall cease when those whom they replace present themselves

Exhibitors called to serve on the international jury shall not be debarred from competing

for the prizes.

ART. 20.

Every international jury for each class of goods shall have a Chairman, Vice-chairman and a Secretary elected by the said jury itself.

In case of equal division of votes, the President (or Vice-president acting for him) shall have the casting vote.

ART. 21.

The nature of rewards shall be subsequently determined.

ART. 22.

The Society shall organise, as usual, with the Government sanction, a lottery of Art-works acquired from among those exhibited by Belgian or foreign artists,

ART. 23.

The Exhibition shall be kept open daily during the hours which the Society's Managing Committee shall fix.

It may, however, be closed under exceptional circumstances, should the Managing Committee deem necessary to do so.

ART. 24.

The entrance fee shall hereafter Le fixed by the Society's Managing Committee.

Exhibitor-artists shall be allowed each one a free ticket for the whole time the Exhibition

Such tickets shall bear the privileged receiver's signature, and be produced whenever required; if lost, under no circumstance shall they be replaced.

ART. 26.

No Art-work whatever displayed at the Exhibition shall be copied or reproduced in any shape whatsoever, unless the exhibitor or his representative consents to it by means of a special authorisation issued by the Government Commissioner-General.

Nothing exhibited shall be allowed withdrawal from the Exhibition before its clôture, unless the exhibitor produces to that effect a permit in writing from the Government Commissioner-General.

ART. 28.

The goods exhibited shall be returned to the exhibitors, as soon as practicable, unless directed to the contrary after the cloture of the Exhibition.

Whatever goods exhibited, unreturned for want of sufficient packing or labels indicative to their return destination, shall be considered given up to the Society, who will dispose of them as they think fit, unless the said goods be claimed within six months by the owners.

Steps shall be taken to protect the goods exhibited from theft and every kind of damage; but by no means will the Managing Committee be liable to make them good, whatever may be the extent and cause of such damages.

The exhibitors shall be, moreover, free to insure their exhibits for themselves against such losses, should they deem expedient to do so.

The would-be exhibitors declare hereby to abide by these as well as any other regulations that might be promulgated hereafter.

Antwerp, 15th October 1884.

JACQUES CUYLITS,

President-Royal Society of Fine-Arts and Special Commissioner to the Belgian Government.

Secretary to the Royal Society of Fine-Arts.

ARTHUR VANDEN NEST.

Chief Secretary to the

Autwerp Fine-Arts Committee.

PIERRE KOCH,

Approved:

LEOPOLD de WAEL,

Antwerp College of Burgomaster and Aldermen.

Seen and presented:

J. GODY,

COUNT A. D'OULTREMONT.

Secretary-General to the Belgian Government General Commissioner.

Commissioner-General to the Belgian Government.

Sanctioned :

CHEV. DE MOREAU.

Secretary of State for Agriculture, Industry and Public Works, Bruxelles, 31st October 1884.

ORDER.—Ordered that the above papers be published for general informa-

Government of Madras.

Bombay.
Bengal.
the North-Western Provinces and Oudh.
the Punjab.
oner, Central Provinces,
British Burma.

Chief Commission

Secretary for Berar to the Resident, Hyderabad.

tion in the Supplement to the Gazette of India; and that copies be forwarded to the several local Governments and Administrations noted on the margin, for publication in the local Gazettes.

True Extract

T. W. HOLDERNESS,

Officiating Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REMARKS ON THE REPORT OF THE GEOLOGICAL SURVEY OF INDIA AND GEOLOGICAL MUSEUM FOR THE YEAR 1984.

Nos. 76 & 77 S.

Extract from the Proceedings of the Government of India, in the Revenue and Agricultural Department (Surveys),—under date, Calcutta, the 17th February 1885.

Read-

The Report of the Geological Survey of India and of the Geological Museum for the year 1884, received under cover of the Superintendent's letter No. 56, dated the 2nd February 1885.

RESOLUTION .- As mentioned in the Resolution on last year's report Mr. Foote's deputation to examine the country between Bezvada, the Singareni coalfield, and Hyderabad caused a temporary break in the exploration of the Billa Surgam caves in the Kurnool District. Operations were, however, resumed under Lieutenant H. B. Foote, R.A., and have resulted in interesting discoveries of the remains of animals which no longer inhabit the region, and of human bones and articles of human manufacture, at a depth of 16 feet below the surface. Mr. Foote's explorations were fruitless as regards coal, but result-ed in the discovery of a strong lode of rich iron-ore. In the Chhatisgarh coalfields Dr. King was engaged in exploring for coal near the line of the projected Nagpur-Bengal Railway. Borings are now being sunk under Dr. King's directions. The explorations in progress under Mr. Hughes in the Rewah coalfields were continued during the year with great success, and an extensive colliery is being opened under his directions from which coal will be conveyed by means of a branch line of railway now under construction from Katni. Geological explorations were commenced by Mr. Bose in the basin of the Upper Mahanadi, regarding the results of which the Superintendent reports unfavourably. Mr. Oldham continued his exploration of the Siwaliks and the outer Himalayan ranges to the north of Dehra-Dun. A full summary of the conclusions tentatively arrived at is given in the Superintendent's Report, as Mr. Oldham's temporary deputation to the Andamans for duty with the Topographical Survey party may delay the publication of his complete report. The results of Mr. Griesbach's observations in the Takht-i-Suleman hills were published during the year, but his work would seem to have been somewhat superficial in character. This officer is now employed with the Boundary mission. Mr. Mallet was deputed during the year to the Andamans to report on some ores recently discovered, and he took the opportunity to examine the interesting volcanic sites of Barren Island and Narcondam. Advantage was taken of the Aka Expedition to depute Mr. LaTouche to examine the geology of the Aka country, and though the nature of the ground confined him to the rocks in the stream courses, sufficient observations were taken to establish the geological identity of the Aka country with the Dafla country on the east and the Bhutan Duars on the west. Mr. LaTouche also explored the Langrin coalfield on the south-western ridge of the Garo hills and established the existence of an abundant supply of very fair coal on the border of the Sylhet plain.

2. The publications of the Department consisted of memoirs by Messrs. Bose and Fedden on the Lower Nerbudda Valley and Kattiawar respectively, of the usual Records, and of further contributions to the Palæontologia Indica. These last were all of a very interesting and important character. Mr. Lydekker brought out five parts of Series X on the Indian tertiary and post-tertiary vertebrata, which have received very high praise from competent authorities.

Dr. Waagen's valuable work on the fossils of the Salt Range was continued by the publication of Parts 3 and 4 of the Brachiopoda of the Productus Limestone. A large fasciculus of Series XIV, descriptive of the tertiary and upper cretaceous fossils of Sind, due to the labours of Professor Martin Duncan and Mr. Percy Sladen, was issued early in the year.

- 3. The Musuem was enriched during the year by several contributions from the Australian Colonies of collections which had been shown at the Calcutta Exhibition.
- 4. The administration of the Department was in the hands of Mr. Medlicott for one-half of the year, and of Dr. King, who officiated as Superintendent during Mr. Medlicott's absence on leave, for the remainder.

The thanks of the Government of India are due to both these officers for the manner in which they performed their responsible duties.

ORDER.—Ordered, that the above Resolution be communicated to the Superintendent of the Geological Survey of India for information and communication to the officers of the Department, and also that it be published in the Supplement to the Gazette of India.

(True Extract)

T. W. HOLDERNESS,

Offg. Secretary to the Government of India.

GOVERNMEN

DEPARTMENT OF FIN PRICES CURRENT OF FOOD-GRAINS THROUGHOUT

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^{*} The retail price of common rice in the interior ranges from 21 seers to 30 seers and 3 chittacks per rupes.

f In the sub-divisions the retail prices of sait per rupes were: — Baraset and Busstriat 15 seers, Daviscoper 13-12 seers, and Duin-Duin 1 - 1 seers, In the sub-divisions the retail prices of sait per rupes were: — Koshita 15 seers, Scherpper 12 seers, Chouadangs 12-12 seers, and Managin 12-12 seers, A The retail price of sait in the sub-divisions of Satkhira and Bagirhat wall seers per rupes.

In the sub-divisions the retail prices of sait per rupes were. — Lalbagh 11 seers, Jungipore 12-5 seers, and Mandi 12 seers.

In the sub-divisions the retail price of sait at Editurg was 10-5 seers, and A Nipore—10 seers per rupes.

In the sub-divisions the retail price of sait at Serigunge was 15 see. seer, and an Nipore not not not seers.

The retail price of sait at Serigunge was 13 see. seer rupes.

The retail price of sait at Serigunge was 13 see. seer rupes.

The retail price of sait at Serigunge was 13 see. seer rupes.

The retail price of sait at Serigunge was 13 see. seer rupes.

The retail price of sait at Serigunge was 15 seers, and at binguri 11 seers per rupes.

The retail price of sait at The sub-divisions the retail prices of sait per rupe were: — Manickgunge 12 seers, Moonshigunge 12-4 seers and Narsingunge 1 seers.

In the sub-divisions the retail prices of sait per rupes were: — Patankuai Beit seers, Perosepore—11 seers, said Bhoiz 10-3 seers.

In the sub-divisions the retail prices of sait per rupes were: — Patankuai Beit seers, Attia 12 seers, Jamaipore 11-1 seers, and Setrokous 12-5 seers.

In the sub-divisions the retail prices of sait per rupes were: — Patankuai Beit seers, Attia 12 seers, Jamaipore 11-1 seers, and Setrokous 12-5 seers.

A FOR THE 2rd HALF OF JANGARY 1885 -continued.

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A FOR THE 2nd HALF OF JANUARY 1885 -continued.

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PRICES CURRENT OF FOOD-GRAINS THROUGH

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DEPARTMENT OF FINANCE AND COMMERCE, (Statistical Branch.)

A FOR THE 2nd HALF OF JANUARY 1885 -concluded.

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ast fortnight.	Corresponding fo	mght of 188	Present fortnight		Past fortnichs	in Similar and	Corresponding f	007 10 200	Present fortnight.	Past fortnight.	Corresponding fort-	Present fort-	Past fortnight,	Corresponding fortuight of 1884.	Present fort- night.	Past fortnight.	Corresponding fortnight of 1884.		PROVINCES
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· Eight ples per bundle.

D. BARBOUR, Secretary to the Government of India.

SUPPLEMENT TO THE GAZETTE OF 320 1141111 AVERAGE WAGES PER MONTH. Bluck 13 1885, AND Syce or Horse-keeper. OF JANUARY 24th JANUARY 14 1 1111111 Able-bodied Agricul-tural Labourer. 14 01004400 Corresponding to the second of ** : 30 night. 0 3 : [Letail. : +2301 1811, 26th JULY 1884, Ö : : 3.0-0.13 3.0-0.13 3.4-0.13 3-0.0.13 2-5-0.18 1-9-0.22 : -naor Tresent 8 Anlt. : : ** 4 0 2.146 2.146 0 2.12-0 2.12-0 0 3.1-3 3.16 0 2.15-0 2.15-0 0 2.15-0 2.15-0 0 2.05-0 2.05-0 0 2.05-0 2.05-0 : Past fortnight. A 80 . Present fort-night. . 4 DECEMBER 1884 INDIA," DATED 0 160 0 160 0 160 corresponding forc-0 1 : C 260 : 0 200 0 130 0 160 3 : 1 Past fortnight. 0200 0210 0210 12 160 12 260 12 90 : . . Present formight. GAZETTE OF . : Corresponding fort-0 COMMERCE : 0 124 019 018 020 030 018 618 Past fortnight. : . . 0 Present fortnight. SEERS OF 80 TOLAHS 1111111 * (Razzu, Vera-(Kazzu, Vera-), Saves, Chedia 2100, Mahwa, Ples, &c.), Pani-Ples, &c.), Pani-Rijideam, OF Corresponding fort-÷ TO THE 111111 : : *** 5 Past fortungnt. OF PINANGE AND 1111111 : GOVERNMENT OF INDIA. *** Ac. (K. 200), S. Coralo Norrice Norrice Strength 0 * Present tortingnt. OF TOOLGRAINS FOR THE 2nd 178, 179, OF THE SUPPLEMENT 0000007 . : Corresponding forc-night of inst year. Balrush Millet (Camboo, Rajra), Penicillaria Spicata. . . 1N : 3 21 0 19 0 17 0 0 13 0 0 20 0 20 Past fortnight. RUPEB . : : Present fortnight. Corresponding fort. .0 * PRR Great Millet (Cholum, Jowar), Holeus Sorghum. 0 : . DEPARTMENT : QUANTITIES Past fortnight. 3 : . 0 : Present fortnight. 2008 2008 2109 2109 : Corresponding fort-night of last year. . * . nou-1 0 CURRENT . 77, 82, 83, 1 : Past fortnight. 5 0000 0 N . 00 12288877 . 1 18 Present fortnight. RICE. 1 Corresponding fort-night of last year. : . 0 AND 76, . sort. . 0 ž. Past fortnight. Best : 1 4 Present fortuight. PUBLISHED IN PAGES 1118 1119, A ŧ Corresponding fort-night of last yest, : 0 23 825 825 820 423 1 . Barles C 1 Present fortnight. : Corresponding fort-night of last year. 5 * . . Whent O : Past fortnight. * . 0 . Present fortnight. SUPPLEMENT TO half of Janu-ary 1885. 2nd half of De-cember 1884. 2nd half of June 1884. DISTRICTS. Sambalpur EASTUREAS.

PROTITORS.

CERTRAL PROVINCES.

PUBLIC WORKS DEPARTMENT. RAILWAY TRAFFIC.

No. XXXVIII or 1884-85.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

t Return	Railways.	mear h open.	RECEIPTS LAST 9 DAY DECEMBER	1883.	mean h open.	RECEIPTS LAST 11 DAY DECEMBER	YSOF	TOTAL BECEIP 1ST APRIL T DECEMBER	o 3ler	TOTAL RECEIP	31sr	Total Increase	Total Decres
gerved.		Total length	Total.	Per mile open		Total,	Per mile open.		Per mile open per week.	Total.	Per mile open per week.	in 1884-85.	in 1884
an. 1885	Guaranteed, Oudh and Rohilkhund.	547	1,44,297	R 264	594	R 1,46,445	# 247	R 42,66,958	# 197	R 37,53,498	# 169	R	# 5,12,8
ditto .	Sind, Punjab, and Delh	754	3,24,762	431	706	3,18,316	451	83,39,475	285	80,15,192	279		3,24,2
ditto .	Madras	861	2,06,940	240	861	2,25,233	262	50,16,489	147	52,88,750	155	2,72,261	1
ditto .	South Indian	655	97,792	149	654	80,318	123	30,10,744	116	31,80,676	123	1,69,932	7.000
litto .	Great Indian Peninsula	1,458	8,77,161	602	1,504	8,80,236	585	2,44,02,941	424	2,43,31,000	421		71,9
itto -	Bombay, Baroda, and Central India	461	3,24,723	704	461	3,82,137	829	88,19,889	493	88,28,693	484	8,804	1.86
	TOTAL .	4,736	19,75,675	417	4,780	20,32,685	425	5,38,55,896	288	5,33,97,809	286		4,58,0
n. 1885	State. East Indian	1,509	12,27,120	813	1,509	12,76,405	846	3,74,17,155	626	3,08,50,609	517		65,66,5
itto .	Eastern Bengal .	233	1,85,181	7.95	233	2,05,569	882	39,44,025	475	29,79,841	323	7	9,64,1
ditto -	Nalhati	27	1,657	61	27	1,846	68	59,532	55	57,651	54		1,8
ditto .	Northern Bengal .	239	86,668		249	1,00,000		16,54,304	177	16,73,807	170	91,503	
litto .	Kaunia-Dharla	32	5,285		37	5,682	2000	92,404	78	1,09,270	78	16,866	
ditto .	Tirhoot	193	22,891		226	32,721	11135	6,84,631	102	9,23,788	113	2,39,157	
litto .	Patna-Gya	57	12,339		57	14,253		3,40,740	151	3,93,203	174	52,463	
litto .	Cawnpore-Achnera .	138	16,683	121	240	29,806		4,23,542	78	7,14,401	75	2,90,859	-
litto .	Dildarnagar-Ghazipur.	12	1,148	96	12	1,244		34,795	73	35,077			100
litto .	Kajputana-Malwa .	1,117	3,95,402	354	1,120	4,54,040		94,07,022	213		74	282	24
	Rewari-Ferozepur .	89	14,187	159	241	34,220		Section 2		90,62,403	204	205.011	3,44,
ditto .	Wardha Coal	80-70-7	17,738	394	45			2,69,118	. 76	5,94,129	87	3.25,011	
litto .		45	11,140	324	90	33,484	744	5,28,734	297	4,57,516	257		71,
ditto .	Nagpur and Chhattis- garh.	149	30,509	205	149	34,543	232	8,64,333	149	8,82,140	149	17,807	
ditto .	British Burma	161	82,591	202	254	43,530	171	10,24,428	161	14,34,840	152	4,10,412	
itto .	Sindia	75	10,798	144	75	17,064	228	2,51,898	85	2,65,192	89	13,294	
itto .	Punjab Northern .	421	92,003	219	447	93,569	209	23,97,289	144	24,27,880	137	30,591	
litto .	Indus Valley	660	1,80,833	274	660	1,96,000	297	53,93,767	207	57,33,349	219	3,39,582	
litto .	Amritsar-Pathankot .				66	8,552	129			1,65,692	67	1,65,692	
itto .	Bareilly-Pilibhit .	\$4000000 \$4000000			36	1,248	35			(a)5,328	16	5,328	
	TOTAL .	3,648	11,05,913	303	4,174	18,07,371	313	2,73,70,562	192	2,79,15,507	169	5,44,945	200000000 000000000
ID TOT	AL (GUARANTEED AND	9,893	43,08,708	-	10,463	46,16,461	441	11,86,43,613	304	11,21,63,925	272		64 70
es Esti	MATED EXPENSES	1,000					-	5,90,31,985	151	6,01,09,707	146	•	64,79,6
Heles States	NET RECEIPTS	-		-			-	5,96,11,628	153		-		75 50
n. 1885	Assisted Companies	Acceptance (1 1	• • •				5,20,54,218	126		75,57,4
	Bengal Central .	52	4,188	80.	126		111	87,115	61	3,58,331	72	2,69,216	* .
	Rohilkhand & Kumaon		01900 1651		67	1.785	27			(6)12,588	21	12,588	
	Assam.	40	1,982	50	70	5,788	83	45,885	51	1,69,179	64	1,23,794	
500000	Southern Mahratta .	1	900 M (N)		214	19,333	90			1,95,726	41	1,95,726	
itto .	Bengal and North- Western				75	2,810	37			68,777	25	68,777	
	TOTAL .	92	6,170	67	552	43,780	79	1,32,500	.57	8,02,601	44	6,70,101	-
n. 1885	Native States.	71 37		-	25								
litto .	Bhaynagar-Gondal Jodhpur	193	18,371 868	95 46	198	8,420	78	6,74,221 29,000	88	8,43,618 48,549	110. 32	1,69,397 19,549	
litto .	Nizam's Mysore	121	36,786	304	121		217 82	6,35,768 2,37,299	182	7,20,109 2,84,746	150 65	84,341	
itto .	Rajpura-Patiala	86	8,011	93	140	1,393	87	2,01,200		(1)5,608	44	47,447 5,608	

B.—As regards the figures in column "Total receipts from 1st April 1884 to date," audited figures have been availed of as far as possible.

Total receipts from 1sth October to Sist December 1884.

(b) Total receipts from 2nd November to 31st December 1884. (c) Total receipts from 1st November to 31st December 1884.

FORT WILLIAM, The February 1885.

FRED. FIREBRACE, Major, R.E., Under-Secretary.

GOVERNMENT OF INDIA.

REVENUE AND 'AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING THE 18th FEBRUARY 1885.

General Remarks.—Rain has fallen in several districts in Bengal and in the Central Provinces, in two or three places in the Punjab, at Gauhati and Dibrugarh in Assam, and in Ganjam in the Madras Presidency. The fall has been of benefit to the crops in Bengal, but in some places in the Central Provinces it has caused slight damage.

Central Provinces it has caused slight damage.

In Madras and Mysore prospects remain unchanged. In Coorg threshing of rice is almost complete. The rabi harvest continues in places in Bombay, and prospects are good. In Hyderabad, Central India, and Rajputana agricultural prospects continue satisfactory. The prospects of the rabi are excellent in the Punjab. In the North-Western Provinces and Oudh prospects are still favourable, though in some districts the crops have suffered from blight and insects. In Partabgarh the opium crop has been considerably damaged by hail. Cloudy weather prevails in the Central Provinces and insects. In the southern districts wheat is fast ripening, and linseed harvesting is in progress

In Bengal the rabi harvest continues and lands are being prepared for the coming crops. In the Gya District 637 persons are employed on road works and there are 38 persons on the relief register. In Assam standing crops are doing well; mustard and sugarcane are being cut and ploughing for the ensuing crop has commenced. In British Burma the rice harvest is over and crops are being housed. Cholera is increasing in Travancore but abating in Coimbatore and Tanjore Smallpox exists in

several provinces, otherwise the public health is generally good; prices are generally stationary.

Presidency and Di			•	Rainfall for week preceding.	State of agricultural prospects.
Madras-(F	eb.	18th	,		
Bellary				Nil	Standing crops, dry crops generally and wet crops in parts, withering from want of rain; harvest paddy and dry grains, yield below average.
Kurnool	•				Standing crops good except in one division and in parts of 3 taluk where they are withering from want of rain; harvest cholum and pulses, outturn below average; smallpox and cattle-disease exist.
Ganjam				Average '37 .	. Fever prevalent; cattle-disease slight.
Kistna				Nil	Standing crops good; river '05 ft. over anicut; fever and smallpor exist; 12 deaths from cholera
Chingleput	(Mad	lras)	•		Standing crops in parts of 3 taluks affected by insects; harvest paddy outturn below half the average; smallpox and cattle-disease exist cholera abating, 41 deaths.
Coimbatore		• 4			Standing crops wet good, dry fair in 4 taluks, elsewhere failing; har- vest wet and dry grains, outturn wet average, dry generally below average; fever exists; cholera abating, 153 deaths.
Tanjore			٠	•	Standing crops generally good; harvest wet and dry crops, outturn below average; cholera abating, 182 deaths.
Madura				,	Fever prevalent; 59 deaths from cholera.
Malabar	•				Harvest of second crop paddy nearly over; operations for third rice crop in progress; fever exists; smallpox and cattle-disease slight; 55 deaths from cholera.
Travancore		•			Harvest second crop paddy almost over; smallpox and fever prevalent; cholera increasing, 31 deaths at Trevandrum. General Remarks.—General prospects fair except in parts of Bellary
Bombay-(Foh	10+1			and Anantapur.
			',	Ni.	Piver at Katai on 2nd 7 feet amin t 2 feet 20 to 1 and and date
A TOTAL					River at Kotri on 3rd 7 feet against 3 feet 10 inches on same date last year; fever in seven talukas; cattle-disease in three talukas loss of 47 buffaloes, 44 cows and bullocks; cholera cases during the week—in Sakro 9 cases, 6 deaths, and Ghorabari 24 cases, 16 deaths 9 cases of smallpox remaining in Karachi; disease in 32 villages in the districts, 45 fresh cases, 5 deaths, 33 remaining sick; rabi crops coming on well; prices—wheat, red rice, and bajrs in Karachi 13, 28, and 40; in Dadu 40, 32, and 44; in Tatta 28, 40, and 44;
Hyderabad			٠	,	and in Sajawal 26, 42, and 42 lbs. per rupee respectively. River at Kotri on 12th 7 feet against 3 feet 11 inches on same date last year; rabi crops of 4 talukas good; fever in two and small
Ahmedabad	١.			,,	pox in one taluka; measles in Hyderabad; prices of grain steady. Cotton crops middling, other crops healthy; slight fever in Dholka;
Baroda	•			•	wheat 32 and bajri 33 lbs. per rupee. Public health fair; fever in Kadi Division; standing crops in good condition; prices—bajri 34 and rice 24 lbs. per Ruisich rupee.
Surat .	•	•			condition; prices—bajri 34 and rice 24 lbs. per British rupee. Standing crops healthy; cotton-picking commenced; fever in Bardoli, Pardi, and Mandvi talukas; jowari 38 and nagli 44 lbs. per rupee.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
Bombay-contd.		The state of the s
Násik	Nil	Rahi grone gangul
		Rahi crops generally good; slight injury to crops by milden
		health generally 1 10 y rats in Malegaon; pu
Company of the Company of the Company	The State of the S	Trimbak, 2 fatal in city and 12 : m. Nasik city and 35
Colaba (Bombay)		and rice 24 lbs par warms and Immoak; wheat 37, bajri 3
		A Verage abnormal temperature 20 1
		and from 15th to 17th; abnormal wind northerly on 11th a
Poons	,,	Rabi crops generally good
		Rabi crops generally good; reaping in progress in four taluk
1200 1000 1000 1000		cases in Junnar taluka: haini 99 - 1 talukas; three fatal chol
Ahmednagar .		and jourge 35 the new and jourge 41, in Poona baje
	***************************************	Reaping of rabi continues, public 1, 141
Sholapore		and bajri 38 to 48 lbs. per rupee.
		Reaping of rabi crops general throughout the district; jowari 411 20 tolas and bajri 38 lbs. 12 tolas per rupes
Dharwar	,,	20 tolas and bajri 38 lbs. 12 tolas per rupee.
	A contact the property of	Harvesting of wheat and gram in progress; exotic cotton blight in some villages of 3 talukas: searcity of 5
		Nargund Mundargi and W States of fooder in Navalgui
		Nargund, Bankanur Hancel Vist, that of drinking water
Liew here I was a land a special of	Parks property and	Ranebennur and Kod talukes, sies 29 and Rod; slight fever
Kanara	The house that a se	56 lbs per runge
	"	Weeding and transplanting second crop rice plants; sugarce harvest on coast; fever subsiding; smallers of plants; sugarce
		harvest on coast; fever subsiding; smallpox, 3 deaths in Suano 2 in Sirsi; cattle-disease in Sunal coast, small coast, sma
Delbot		and in district average 14 man, common rice in Karw
Rajkot		General health good : smallnov among and
		General health good; smallpox among cattle continues in Dedication of the continues of Dedication of the Communication of the Communica
	and the control of the control space	General Remarks - Paki har
		tricts; standing crops slightly injured in a few places, but general in good condition; gram, wheat and continues in parts of five di
		in good condition; gram, wheat and cotton withered in parts of Kaladgi; scarcity of fodder and drinking west.
	Alle Control of the C	Kaladgi; scarcity of fodder and drinking water continues in sever talukas of Dharwar and Belgann and of fodder.
		talukas of Dharwar and Belgaum and of fodder in parts of Kaladg
Bongel (Feb 154)		cholera and cattle disease in parts of six districts; smallpox is
Bengal—(Feb. 17th) Chittagong		a miscell districts.
Carrenagong	Nil	Weather cloudy; winter crops are promising well; prices of food grains stationary; sporadic cases of cholers
	The Name of the Park of	grains stationary; sporadic cases of cholera prevail throughout the
Dacca	.15	district.
	No. 14-401900年。1979年新年末日	Prospects of crops good; mung and mustard are being gathered; sow ing of boro paddy nearly completed; a good doal
94 P 3		ing of boro paddy nearly completed; a good deal of smallpox in the
24-Pergunnahs	'11	Prospects of winter grove mond t
where the Real and sales the		Prospects of winter crops good, harvesting of which is going on price of common rice varies from 15½ to 17½ seers per rupee; public health generally good.
Moorshedabad .	.00	health generally good 17 g seers per rupee : public
rest as a series and are subsequently series	•26	Weather changeable with consider the
		rabi crops are generally favourable, but in some parts they have been damaged by a severe hailstorm; common rise in they have been
P1	的性别的A. 数据8645.00日	damaged by a severe hailstorm; common rice is selling at from 14 to 163 seers per rupee; public health good
Burdwan	Nil	to 164 seers per rupee; public health good.
Rungpore		pects of rabi crops good and the rain has improved them; price of rice stationary; public health good.
Bhagalpore .	"	Price of food-grains stationary : public bealth
Purneah		
	, ,	
		cially for later sowings; ploughing for bhadoi paddy is progressing; common rice is selling at 16 sears per party.
Patna	100000000000000000000000000000000000000	common rice is selling at 16 seers per rupee; public health fair rivers low.
augh	. 1	Reaping of rabi groups is not 1
Durbhanga .		Reaping of rati crops is pushed on; insects have eaten up peas and
	Nil	Rabi crops are rapidly ripoping
		Rabi crops are rapidly ripening; prospects of poppy continue favourable; harvesting of mustard is in progress; prices of food grains are slightly falling; general health good
Hazaribagh .		are slightly falling ; general health progress; prices of food grains
	35	Veather cold: the rain has done
Cuttack	Nil V	pox still reported from the interior, otherwise general health good.
	The second of the	Veather cloudy; reaping of sarad completed with an average out-
The second second	CHUZE TOWN THE TOWN	turn; standing crops are doing well; price of rice stationary; fever prevails; isolated cases of cholors are
lidnapore .		fever prevails; isolated cases of cholera are reported from the inte- rior, otherwise health good.
	1 1	eather cloudy and cool; standing
hulna		eather cloudy and cool; standing crops are doing well; a few sporadic cases of cholera and smallpox are still reported.
	· · SI	ight rain; weather clondy and said
inagepore .		stationary; public health good promising; prices of food grains
	Nu P	ospects of winter group good . land : 1
lbns (C.		rops; price of rice varies from 11 to 20 seers per rupee; sporadic ases of cholera prevail in two themses
ubna (Serajgunge)	.06 W	ases of cholera prevail in two thanas.
The second second	UO W	eather colder than before, the late -: .
		tanding crops; some rabi crops have been gathered; rain is still canted; price of rice stationary; public health good.
The second secon	CAN THE SHAREST AND THE STATE OF THE STATE O	anted ; price of rice stationary ; public hoolsh

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
Bengal-contd.		Weather fair and cool; the late cloudy weather injured rabi crops to
Gya · · ·	.22	tood orange of tood orang normal; poppy is in nower, oo
		persons are on road works and 38 persons on relief register; publi
Chumparun	Nil	Prospects of rabi and poppy crops continue favourable; prices stationary; public health fair.
	en en en en en en en en en en en en en e	TITE ALL DESCRIPTION OF DESCRIPTION OF DESCRIPTION OF THE PROPERTY OF THE PROP
Shahabad		the area of the same and is good a collection of oblum has commenced
Sarun	e this was a second trip	Poppy crop has been seriously damaged by blight; collection opium has commenced.
estates confide action		Description of name and only of the last confected.
Monghyr	e Special a cright of Cold	General Remarks — There has again been some rain in a consider able number of districts throughout the province; it has benefite
		the state of the s
		operations of boro paddy are hearly completed
		Dacca; lands are being prepared for the ensuing crops; prices food-grains almost stationary; cholera and smallpox prevail in man
		districts.
		remains but
W. Provinces and		
Oudh-(Feb. 19th)	No rain	Crops doing well; peas, barley, and wheat cropped; estimated on
Benares (Feb. 17th)	Notali	turn 12-anna crop; opium doing weil; bazars weil supplied; pric
Anna Lancial Book Anna		moderate; no sickness of men or cattle.
Gorakhpur (" 16th)	Nil	1 bearing teads still doll . prices stationary; health good.
Fyzabad (" 17th)	No rain	TIT LILE place, arone in splendid condition, and prospects goo
Sold of the many offices	7.3914491	prices almost stationary; slight cattle-disease in two tahsils; gener
		health good. Weather cold; strong west wind; wheat and sarson crops sufferi
Lucknow (, 16th)	To the second	r light, ashar and ness somewhat damaged by irost; pop
		in flower; opium-extracting commenced; supplies sufficient; priseady; health of people good, as well as the condition of cattle.
2 2 W	Nil	tri di and at times cloudy : rabi prospects good ; markets w
Rai Barelli (,, ,,)	the state of the state of the	supplied; prices steady; public health and condition of cat
	The second secon	generally good.
Partabgarh (" 17th)		1 1 - retart harley - reports now received show that opium sune
of to position in the state	until the state of	i and the from hail rorspects on the whole still Tayourable.
Allahabad (" ")	No rain	Weather clear and unusually cold; on the whole prospects exceller though wheat and gram a little injured on account of previo
We instantia		-1- A- montkor, prices stationary; health good.
Cawnpore (" ")	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Try 11 - 13 - evens slightly injured by blight and insects; sowi
non regions as of the land	The second second	of extra crops continues; poppy partially in flower and crops the whole flourishing; prices easy; smallpox has appeared
		i manager cattle in good condition.
Banda . (, 18th)	Nil	Weather clear : crops flourishing where not damaged by han or
自然的最高性理解的 经经济公司 对对公司的 网络特殊的		27th January; prices stationary; no distress. Weather occasionally cloudy; rabi prospects favourable; peac
Ballia . (,, 16th)		being cut; condition of cattle and market satisfactory; hea
		good. Some damage is reported to have been caused to wheat by the ger
Farakhabad (" 17th)		Lagart alight favor in two tabals.
Sitapur . (,, ,,)	4	Weather clear; high west wind occasionally; prospects good; con
	a system of the second	tion of opium commenced in pargana Misrik; health good. Crops good; sugarcane about half cut, everywhere good; weat
Bareilly . (,, 16th)	" " "	
Kumaon . (" "	No rain	Washin old crops doing very well but require sun: prices state
		ary: general health good; reports of lever in several
A (201)	10-11-11-11-11-11-11-11-11-11-11-11-11-1	different parts of the district; cattle-disease continues. Weather cloudy, unfavourable to crops; prices steady; health goo
Agra ("17th Jhansi (" "	" "	Mildaw has appeared in places, otherwise the race and op-
CHARLES AS A STREET		are good; prices r.sing; health of people and cattle good. Weather cold; crops flourishing; supplies sufficient; prices stea
Meerut . (,, 16th) Nil	
eras a si		1 TY 11 11 13 have entlered 10 pi
		from blight and insects, and opium in Partabgarh from hail; gen prospects are however still favourable; prices continue steady,
	Control Property	the general health is good.
		Code Table Action
Punjab- (Feb. 18th)	•	Rabi crops promising; health fair; prices almost stationary.
Delhi Gottoo et 1963 Hissar	No rain	
Umballa		Rabi crops flourishing; health good; prices stationary. Rabi crops flourishing; health and prospects good; prices stationary.
Jullundur		Health and prospects of coming crops good; prices stationary. Health and state of corps good; prices almost stationary.
Siálkot		Health and crop prospects good; prices stationary.
Ferozepore		Health and state of crops good; prices stationary.
Lahore		Health good; state of crops fair; prices slightly rising.